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FOR ALL WHO ARE INTERESTED IN RAILWAYS

NEWSRAIL

ESTABLISHED 1973

THE MAGAZINE OF THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

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NINETY YEARS OF THE E CARS

The conclusion of our comprehensive history

REGULAR FEATURES

260	GENERAL NEWS	286	OPERATIONS
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FRONT COVER: K190 stands at Leongatha station with an up passenger train
on Mon.11.3.96. This locomotive is hired from Steamrail Victoria and steam
operations on the South Gippsland Tourist Railway are scheduled to
recommence this month after the winter recess *John Dare*

OPPOSITE: G543 works an empty train bound for the Pioneer Quarry at Kilmore
East past stabled Comeng sets at Broadmeadows. Fri.28.6.96 *Steve Munro*

BACK COVER

ABOVE: Photographer David Dunn has captured the essence of railway
photography with these two brilliant early morning scenes. The sunlight glints
off the side of the 06 20 up Albury pass. as it approaches Chiltern. The motive
power is N475-S307-N458. Fri.5.4.96

BELOW: Sometimes all the elements combine for a perfect photo. Without a
train in sight, the early morning sunlight at Kilmore East picks out the telephone
lines and the ribbons of steel brilliantly. Sat.24.2.96

GENERAL NEWS

A monthly round-up of Victorian railway news and events

CALENDAR

SEPTEMBER

ANNIVERSARIES

- 1st, 1881: Opening of Shepparton to Numurkah line (115)
- 1st, 1926: Electrification of Williamstown Racecourse to Altona line (70)
- 1st, 1931: Closure of Black Rock to Beaumaris electric street railway (65)
- 4th, 1921: Electrification of Essendon to Broadmeadows line (75)
- 4th, 1951: Closure of Jumbunna to Outtrim and Bungaree to Racecourse lines (45)
- 5th, 1971: Closure of Waubra Junction to Ballarat Racecourse line (25)
- 6th, 1951: First F class 0-6-0 diesel-electric shunter in service (45)
- 12th, 1966: Passenger service between Baxter and Mornington restored (30)
- 15th, 1881: Opening of Daylesford Temporary Terminus to Daylesford line (115)
- 19th, 1876: Opening of Bendigo to Bridgewater line (120)
- 20th, 1981: Completion of Melbourne to Geelong broad gauge duplication (15)
- 25th, 1911: Opening of Cressy to Newtown line (85)
- 25th, 1981: First airconditioned suburban train received (15)
- 30th, 1876: Opening of Everton to Beechworth line (120)
- 1986: Agreement reached with unions for about 120 suburban stations to be un-manned after 21 00 hours (10).

OCTOBER

ANNIVERSARIES

- 2nd, 1921: Electrification of Footscray to St Albans line (75)
- 4th, 1981: First of N type country passenger carriages in service together with the introduction of new Inter-City and Inter-Urban services with computerised booking. Met ticketing system divided into three zones with interchange between train, tram and bus.
- 6th, 1891: Opening of Maindample to Mansfield line (105)
- 21st, 1901: Opening of Princes Bridge to Victoria Park line (95)
- 21st, 1876: Opening of Maryborough to Avoca line (120)
- 29th, 1966: Re-opening of Avoca to Ararat line after closure in 1959 (30)
- 1981: Withdrawal from service of the Walker diesel railcar fleet, 12 x 102 hp, 15 x 153 hp and 12 x 280 hp (15)

NOVEMBER

ANNIVERSARIES

- 5th, 1956: Closure of Sandringham to Black Rock electric street railway (40)
- 6th, 1976: Closure of South Geelong (Cheetham's siding) to Queenscliff line (20)
- 13th, 1901: Opening of Lilydale to Warburton line (95)
- 15th, 1886: Opening of Ballarat Cattleyards Junction to Ballarat Cattleyards line (110)
- 15th, 1976: Smoking prohibited on suburban trains (20)

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V/LINE FREIGHT MANAGING DIRECTOR RESIGNS

Mr Marinus Van Onselen, Managing Director of V/Line Freight, officially announced on 16 July that he would be resigning in order to take up a post in private industry.

Mr Van Onselen has occupied his position since the early 1990s and he replaced Mr F Tait, who took up a position with National Rail.

The nature of V/Line Freight business has changed dramatically during the period Mr Van Onselen held his tenure, particularly with the loss of the interstate business to National Rail and the de-regulation of the briquette, cement, petroleum and grain traffics.

During his term, Mr Van Onselen introduced a number of changes and innovations that have strengthened the competitive position of the business unit, such as:

- the intrastate superfreighter network that has contributed to the dramatic growth in intrastate container traffic
- contractor-operated container terminals
- re-opening the Strathmerton-Tocumwal line
- standardising the western grain lines
- the first Road Transferable Locomotive in Australia
- containerisation of as many traffics as possible, such as briquettes on some corridors, Fast Track LCL and paper
- the rationalisation of the locomotive and wagon fleets.

Two other PTC Directors have also resigned recently. Mr Barrie Hosking (Total Quality Management) and Mr Jeffrey Gilbert (Infrastructure) have each resigned and taken up appointments elsewhere.

\$800 MILLION PROBLEMS

Federal Cabinet is to consider a plan for an overhaul of Australian National, which is burdened with debts of more than \$800 million.

After months of review Mr John Sharp, the Federal Minister for Transport, will present a report recommending reform to AN, including potential staff cuts of 1000 over the next 12 months.

One of the options being considered is to hand back some of AN's operations to the states but this may be resisted by both South Australia and Tasmania as the 1995/96 losses were about \$100 million and there is a further loss expected this year of \$50 million.

The problems facing AN have been detailed in a report by a former NSW rail chief, Mr John Brew. A key issue is what Government officials described as chronic overstaffing of some operations, including its workshops in Adelaide and Port Augusta.

It has been acknowledged that it is not possible to trade out of the current losses as most of the profitable interstate rail freight business has been handed over to the National Rail Corporation.

Private sector involvement is also being considered as several companies, including Clyde Industries, Evans Deakin and Goninan have expressed interest in all or part of the rail engineering services.

Overhanging any changes to AN is the desire of the minister to enact long-term and productive reforms to the rail operator as part of a process revitalising Australia's railway infrastructure.

Mr Sharp is an avid supporter of rail reform and has cited figures showing that a 10 per cent lift in rail freight productivity would provide an annual boost to the national economy of \$2.13 billion.

AN accumulated losses of about \$385 million for the year to 30 June 1996 on operating revenue of close to \$400 million. The future appears grim, with the Government keen to confront what it believes to be a decade of neglect to the railways commission which has seen stock levels run down and operations become endemically unprofitable.

AN and the NRC have resolved most of the issues linked to billing arrangements between the two through the recently completed Brew inquiry process.

NRC COMPUTERISATION

The NRC, via its outsourcing company Railtek Australia Ltd, has invested almost \$4 million in a software system designed to improve, optimise and integrate freight and rail data.

GENERAL NEWS

The corporation will use Siemens' Transport Information & Management (Vicos Cargo 300) package as the central management software system for operational train management, yard marshalling management and locomotive and wagon planning and monitoring.

The project, which is scheduled for completion in mid-1997, should contribute substantially to lifting customer service quality and reducing costs.

The system, which is Windows based, could ultimately support more than 650 users, both mobile and fixed, all over Australia and it is similar to systems used in Switzerland and throughout Europe.

ARARAT RAIL SERVICE

The Wimmera-Mallee Rail Service Association (WMRSA) is still pursuing the re-introduction of a rail service to Ararat.

It has prepared a paper to be presented to the Rural Development Minister, Mr T Reynolds, urging the passenger rail service be restored. The issues which it is believed need to be resolved are:

- Conduct a feasibility study to test the proposal's viability
- Bus services should be provided as feeders to rail. World's best practice is for a bus segment to be significantly less than half of a total journey, this not being the case in this instance as passengers from the area

have a long bus journey in comparison to a relatively short rail trip from Ballarat

- The possibility of stabling a Sprinter overnight at Ararat in order to provide a day-return broad gauge service
- Utilising the Ararat railway station as a transport hub.
- The leasing and staffing of intermediate railway stations to be a council/community responsibility.

SPEEDRAIL

Yet another proposal has surfaced to provide a high speed rail link between Sydney and Melbourne.

This particular plan has the aim of clawing back some of the freight lost to road transport.

Federal Transport Minister, Mr John Sharp, said a privately built Speedrail between the two cities is under consideration but would only succeed if the Labor Party and the Australian Democrats supported extending infrastructure bonds to private contractors.

G520 IN ACCIDENT

At about 09 35 on Sat.15.6, SRANSW locomotives 8029 and 8244, travelling at an estimated 70 to 80 km/h, ran down No. 1 fuelling road at Delec, NSW, entered No. 1 servicing shed and collided with G520 which was standing inside.

G520 was pushed into SRANSW locomotive 48126 and both were pro-

pelled a further 53 metres before coming to rest outside the main shed.

G520 suffered extensive body damage and the engine was dislocated, the other locomotives having damage to the bodies, underframes and bogie centres.

This incident has further compounded National Rail's motive power shortage as 8029, 8244 and G520 are used by the interstate carrier.

V/LINE'S SEVEN MILLIONTH PASSENGER

Further to the item last month. V/Line Passenger went to a great deal of trouble to provide the correct atmosphere for the occasion by:

- making sure that the train on which the passenger travelled, N471-FSH22, consisted entirely of vehicles in the red, white and blue livery
- providing a red ribbon which the passenger cut with scissors prior to passing under an arch of red, white and blue balloons on entering the station concourse
- erecting a temporary stage beside the information desk surrounded by red, white and blue balloons that incorporated the public address system
- organising the release of 600 balloon and firing ticker tape into the air from a small cannon, designed for this purpose, when the Minister presented the passenger with the prize.

The Minister extended the prize to cater for the three children in the winner's family.

N456-A60, hauling the 10 00 up Tocumwal superfreighter, depart Shepparton tentatively as they pass over a newly installed turnout at the up end of the yard. The pilot of the N class loco was fouled on the new trackwork and required emergency surgery with an oxy torch at the scene before proceeding to Melbourne. Tues.30.7.96 Rod Brown



GENERAL NEWS



Silverton Tramway 442 class locos continue to operate 'in the shafts' on NRC freight services between Melbourne and Adelaide. This working will cease when National Rail's NR class General Electric locomotives are introduced. BL35-C509-442s1 approach Berrybank with NP2/9801 steel train. Sun.11.8.96 Darren Wood

COUNTRYLINK IN VICTORIA

In early March, Countrylink announced that it would take over control of the New South Wales Tourism Travel centres in Sydney, Brisbane and Melbourne, following a decision by the government to amalgamate all that state's travel centres into the Countrylink Travel Centre network.

So far there has been no permanent visible sign at the Melbourne Travel Centre located in Bourke Street that Countrylink controls the outlet.

Countrylink now operates 38 travel centres, 18 in the Sydney area, 16 in NSW country locations and four interstate, Brisbane, Canberra station, Canberra's Jolimont Centre and Melbourne.

CONGUPNA

Further to July issue: The Pivot Fertiliser Rural Service Centre (RSC) at Congupna was officially opened by the state Agriculture Minister, Mr P McNamara, on Fri.7.6.

Pivot has plans to establish a number of RSC's across Victoria and southern NSW over the next few years, although how many of these will be served by rail is still unknown.

The next rail RSC will be established at Wodonga, where work is currently underway on upgrading two existing rail sidings at the Pivot depot located at Wodonga Coal Sidings. This facility already receives fertiliser but the tonnages handled will increase once it is upgraded to a RSC, apparently by the end of this year.

It is believed that all RSC's will be served by bottom discharge VHFF hopper wagons, rather than the VOFX open bogie fertiliser wagons, which are fitted with ridge gear and special tarps

to allow one-person operation and which were introduced in 1985.

It will be interesting to see how much fertiliser traffic V/Line Freight will capture over the coming years with this change in distribution policy by Pivot. It is probably unlikely that the 1966/67 record of 1 075 820 imperial tons will be matched given that:

- In 1966/67 competition between rail and road was restricted by regulation and rail was the preferred mode of transport. Today there is no regulation and competition from road is very strong.
- In 1966/67 there was a bounty paid by the Federal Government to encourage farmers to use fertiliser to improve yield. This ceased in December 1974 and since that time the demand for fertiliser has declined.
- Fertiliser products in use today are more potent than what was being used in the 1960s and consequently farmers do not need to spread as much to achieve the same results as those being achieved in the 1960s.

GYPSUM

Gypsum, used in the production of cement at the Australian Cement works at Fyansford is railed from Cowangie to a siding at Gheringhap and then trucked to the cement works.

Currently it is transported in VOJF or VOFX bogie wagons and is unloaded by a pelican grab operated by a private contractor.

Gypsum is also railed from Cowangie to Waurin Ponds for Blue Circle Cement. It is believed VHJA, bottom discharge wagons, are still used to service this customer.

Over the last nine years the following quantities of gypsum for cement

production have been carried by V/Line Freight for Australian Cement and Blue Circle Cement:

Financial Year	Tonnage
1986/87	95 000
1987/88	81 000
1988/89	91 000
1989/90	87 000
1990/91	71 000
1991/92	53 000
1992/93	45 000
1993/94	58 000
1994/95	64 000

RAIL 2000

This organisation has been busy with a number of projects and campaigns.

The Brew review on the future of Australian National will have huge implications for the railways of South Australia and Tasmania but will also have repercussions around Australia.

The organisation has been busy communicating with politicians at both State and Federal level to ensure that no rash decisions are made that will adversely affect Australia's rail industry.

The group is now involved in consultancy services, with the initial work being for Transcorp, owners of the Silverton Tramway Co Ltd, to investigate the potential for niche market terminal operations provided to existing operators in the Adelaide metropolitan area.

Should any readers be interested in Rail 2000's activities they can be contacted at PO Box 29, Hindmarsh, SA 5007 or at their office at 135 Weymouth Street, Adelaide. Ordinary membership is \$25 per year and the stated aim of the group is to 'Help promote rail as a safe, efficient and sustainable form of transport in Australia.'

— Ninety years of — THE E CARS

Part 2

THE E CARS IN THE 1930s

In 1932 the Post Office ceased to sort mail on trains; consequently the facilities to sort mail in carriages became redundant. Three years later the 5 remaining BDSE cars converted to BCE Second class carriages with Guards accommodation and van space.

In April 1935 the first four E cars were outshopped with automatic couplers (12 AE, 23 AE, 17 BE and 20 BE). They entered service on the *Albury Express* and ran as a fixed block with screw couplers at the outer ends of the block to make them compatible with other rollingstock. The major advantages of automatic couplers at this stage were improved ride made possible by reducing draft gear slack, and the stronger link between carriages.

The *Sydney Limited* was run with automatically coupled blocks of E cars (with some cars fitted with transition gear) from September 1935, and from June 1936 the E cars on both the *Sydney Limited* and the *Overland* were running as completely automatic coupled sets.

The installation of automatic couplers was a slow process delayed by the Second World War, and by the end of 1947 only half of the E car fleet had been fitted, including all V&SAR joint stock, No. 4 State Car, *Yarra*, *Murray*, *Goulburn* and *Campaspe*. The conversion program continued through the 1950s, by which stage all E cars had been equipped.

It appears that E car underframes were strengthened, and special anti-telescoping vertical steel beams fitted to the ends when automatic couplers were installed.

Concluding our article on the VR E Cars. This month covers their history from the 1930s to the present

*Chris Banger and
Peter Medlin*

In the 1935/36 VR Annual Report it was noted that rubber pads had been fitted to the bogies of a number of V&SAR joint stock sleeping cars to reduce vibration and noise. It is unclear if this modification was confined to these vehicles, or if it was universally applied to all E type cars.

36 AE was outshopped in December 1935 equipped with airconditioning, and was the first sitting car for country services in the British Empire to bene-

fit from this innovation [see Note 9]. It was primarily fitted with this equipment to demonstrate its advantages to patrons, and give staff advance experience in its operation before further cars were equipped. The airconditioning system was one of two sets obtained from J Stone and Company of the UK, with the other set being fitted to dining car *Avoca*.

The VR had decided to adopt airconditioning after Harold Clapp, Chairman of VR Commissioners (from 17 September 1920 to 30 June 1939), had observed its marketing benefits in the United States whilst on an official tour of North America, Great Britain and Europe in 1934.

The first airconditioned car, 36 AE, was initially deployed on the *Sydney Limited* until the *Spirit of Progress* entered revenue service on 23 November 1937. It then ran for a short period on the *Albury Express* before being assigned to either the *Overland* or Mildura night trains. By the late 1930s, the 12 airconditioned E type cars were regularly rostered on the following services:

Albury Express: Generally 1 or 2 airconditioned E type cars were assigned to this train.

36 AE after it was fitted with airconditioning in 1935. Note the full length ducts for the airconditioning system running along the outside of the clerestory roof; a feature unique to 36 AE Photo courtesy of the PTC



Mildura overnight: From Wednesday, 14 April 1937, airconditioned AE and BE cars were included in one of the two carriage sets required to work this train. Airconditioned E type sleeping cars joined the airconditioned sitting cars in July 1937, and the Mildura departure from Spencer Street on Friday, 9 July 1937 was the first fully airconditioned train in Australia. At this stage, the airconditioned consist departed Melbourne on Monday, Wednesday and Friday, and returned on the following day. By April 1938, all overnight Mildura trains ran with a base consist of three E type airconditioned cars (AE, BE, Sleeper) that was built up with non-airconditioned cars in busy periods.

Overland: A single airconditioned sleeping car was included in each direction between 1937 (sometime before September) and the 1940 coal strike period.

The following E type sitting and sleeping cars were eventually fitted with airconditioning:

Carriage	Year Originally Built	Date Outshopped with Airconditioning
1 AE	1906	27 March 1937
3 AE	1906	28 January 1938
12 AE	1906	15 December 1939
4 BE	1906	28 January 1938
19 BE	1909	13 May 1938
31 BE	1909	27 March 1937
34 BE	1910	22 June 1938
Taggerty (ex. 34 AE)	1910	10 March 1937
Kiewa (ex. 21 AE)	1909	19 September 1955
Moyne (ex. 26 AE)	1909	October 1955
Sleeper No. 1	1928	5 July 1937
Sleeper No. 2	1928	5 July 1937
Sleeper No. 3	1928	5 July 1937
Sleeper No. 4	1923	20 July 1938

The exterior of the V&SAR joint stock was painted hawthorn green with black and yellow edged stripes for the 1936 centenary celebrations of European settlement in South Australia. The first carriages in this new colour scheme were outshopped in October 1936, and by 1937 all joint stock had been repainted (it would be interesting to know if the airconditioned VR sleeping cars used on this train between 1937 and 1940 were also painted hawthorn green). Chromed metal 'THE OVERLAND' lettering was mounted on two steel bars fixed above the windows in the centre of the cars as a part of the new external upgrade (see p.2 of the July 1995 issue of *Rail News Victoria* for a close-up photo of this lettering).

34 AE was outshopped by Newport as an airconditioned composite buffet car in March 1937, and entered traffic on the Bendigo line in April 1937. The car was known simply as the Buffet Car in its new form in 1937, but was named *Taggerty* in 1939 when it was decided to name all existing and future buffet cars after Victorian rivers.

The buffet car concept appears to have quickly proven to be a success, as dining car *Campaspe* was pressed into buffet car service on the *Albury Express* from September 1937 in conjunction with the new timetable introduced on this line. *Campaspe* lasted in this role until it was replaced by the first of the Cor-ten steel full length buffets (*Wimmera*) in December 1938.

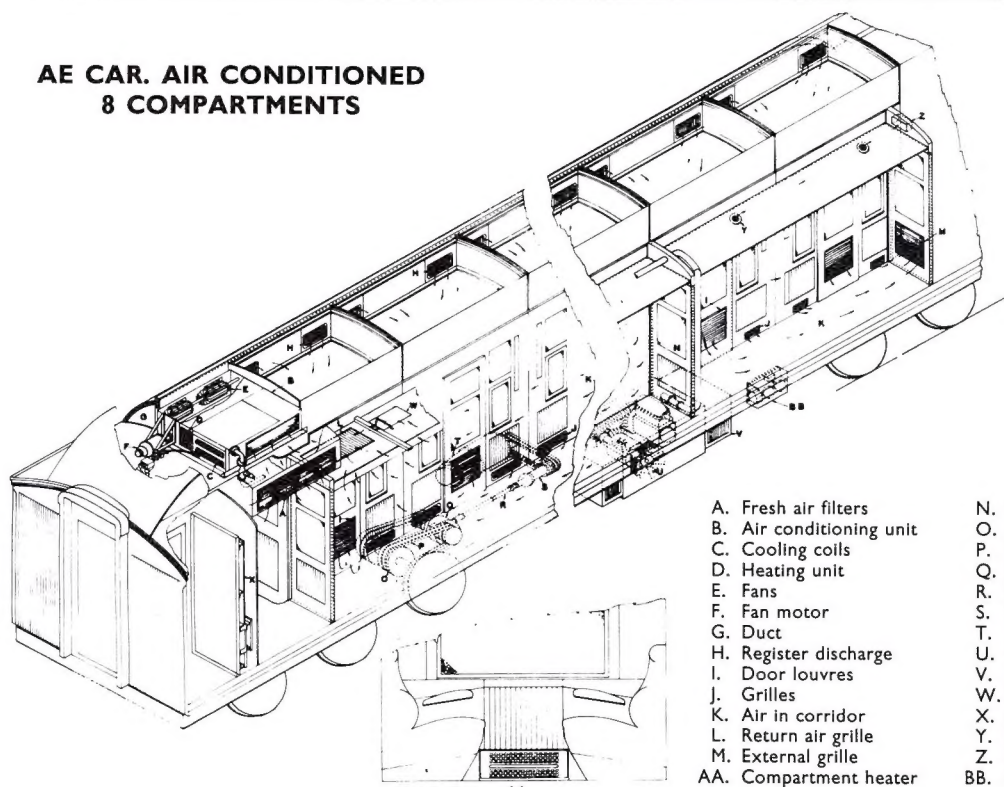
In October 1938, E type dining car *Wimmera* was outshopped as the Medical and Vision Test Car. In its modified form it was designed to tour the State with a doctor and supporting medical staff to undertake medical examinations of existing and new staff.

Two further AE cars (Nos. 21 and 26) were to be converted in 1939 to buffet cars like *Taggerty*, however all work on these cars stopped shortly after the outbreak of the Second World War.

A cut away diagram of the arrangement of the airconditioning equipment fitted to the AE cars

Photo courtesy of the PTC

AE CAR. AIR CONDITIONED 8 COMPARTMENTS



- | | |
|--------------------------|------------------------------|
| A. Fresh air filters | N. Centre door |
| B. Air conditioning unit | O. Axle pulleys |
| C. Cooling coils | P. Belt drive |
| D. Heating unit | Q. Gears |
| E. Fans | R. Propeller shaft |
| F. Fan motor | S. Counter shaft |
| G. Duct | T. Generator |
| H. Register discharge | U. Compressor motor |
| I. Door louvres | V. Refrigerating unit |
| J. Grilles | W. Pre-cooling damper |
| K. Air in corridor | X. Switch board |
| L. Return air grille | Y. Discharge to ceiling |
| M. External grille | Z. Discharge to vestibule |
| AA. Compartment heater | BB. High and low press relay |

THE IMPACT OF THE SECOND WORLD WAR ON THE E CARS

The declaration of war in Europe on Sunday, 3 September 1939, saw Australia once again mobilise its armed forces and industry in support of Britain against Germany. This impacted immediately upon the railways, who were called upon to move large numbers of troops, military supplies, Government officials, and materials for industries gearing up for war production.

The entire VR carriage fleet was required to meet the challenges of war-time traffic levels, only specialised vehicles with a low seating capacity were not pressed into service.

Japan entering the war in December 1941 placed even further strain on a system that was struggling with manpower and equipment shortages, as well as track capacity limits. By mid-1943, war-time traffic on the VR and other Australian railway systems was at its peak.

The impact of the war on the E car fleet was as follows:

- All special purpose vehicles, such as the Medical and Vision Test Car and the Parlor cars, were placed into deep storage at the beginning of the war at locations around the state. This was primarily due to the VR having no spare locomotive capacity to operate special trains once essential commitments to the war effort were met.
- The VR loaned a number of AE and BE cars to the SAR during the war (and for a period afterwards) to cover a shortfall in rollingstock on that system.
- A military ambulance train that could accommodate 350 bed patients was formed that included E type cars *Campaspe* and *Sleeper No. 5*. Other non-E type cars included in the consist of this train were 57 BPL (sitting accommodation), 13 BPL (administration), 36 BPL (ward car), 38 BPL (ward car), 56 BPL (ward car), 58 BPL (ward car), 60 BPL (ward car), 72 BPL (ward car), 74 BPL (ward car), 75 BPL (ward car), 98 BPL (ward car) and 16 C. All of these carriages were withdrawn from regular traffic on 24 January 1942 to form the train, and the whole train was ready for service by 6 February 1942.
- Buffet car *Taggerty* was withdrawn on 20 June 1942 from the Bendigo train and placed into storage.
- External carriage presentation declined on account of labour and material shortages. This was a particular problem with V&SAR Joint Stock, as the hawthorn green colour scheme slowly turned to a grimy black appearance without regular cleaning (a problem amplified by the exhaust from locomotives as the cars passed through the tunnels in the Adelaide Hills). From 1943 onwards the joint stock cars were repainted in standard VR red-brown, which did not show the grime as much as hawthorn green.

No further changes involving the E car fleet are believed to have been undertaken for the rest of the war.

THE POST WAR PERIOD TO THE 1970s

The railways were in a poor shape at the conclusion of the war, and it was to be a number of years before services across the system reached pre-war standards.

The re-introduction of buffet car *Taggerty* on the Bendigo line in October 1949 was one of the many steps taken by the VR to restore service levels, and was the only major change to E car deployment in the immediate post war period.

In 1954, Queen Elizabeth II and the Duke of Edinburgh toured Australia and used rail transport over many legs of their journey. The Royal Train made available in Victoria for their use included three E type cars, namely State No. 4, *Goulburn* and 34 CE. These vehicles were all painted blue with

yellow stripes to match the other vehicles in the consist — State No. 5, *Spirit of Progress* dining car, *Avoca* and three AS cars — and were the first E type cars painted blue and yellow.

Newport outshopped two airconditioned Restaurant Cars in 1955 converted from the AE cars (Nos. 21 and 26) originally shopped to be converted to *Taggerty* style buffet cars in 1939. They were named *Kiewa* and *Moyne* after Victorian rivers, and were placed into revenue traffic on the Warrnambool and Horsham lines from 10 October 1955.

During the late 1950s and into the early 1960s, all the air-conditioned E cars providing sitting accommodation, and a number of CE vans were painted blue with yellow stripes. The first vans to be painted blue appear to have been 17 CE, 35 CE and 36 CE in 1957, whilst the first sitting car was 1 AE in 1959. By 1963 this program appears to have been completed with the repainting of *Taggerty* during the year.

From 1959 onwards, a generator of increased capacity was installed in the following 102 E type cars over a 4 year period:

12 Joint Stock Sleepers
7 Joint Stock AE Cars
8 Joint Stock BE Cars
21 AE Cars
33 BE Cars
16 ABE Cars
5 BCE Cars

102 Cars

The new generators enabled the electrical system in these cars to be upgraded to improve the strength of the lighting. The old generators released from the E cars were cascaded to PL excursion cars to provide these vehicles with electric lighting in lieu of Pintsch gas lighting.

Additional airconditioned intrastate stock was required in the early 1960s to make up for the loss of airconditioned S and Z type cars to standard gauge service on the Sydney corridor from April 1962. This need was met by converting the two Restaurant Cars (*Kiewa* and *Moyne*) to BG class cars in late 1961.

35 CE was converted from broad to standard gauge, and recoded 1 VHE in 1962 to provide a spare passenger van in time for the commencement of standard gauge passenger services to Sydney. It remained on the standard gauge until 1969, when it was transferred back to broad gauge with its original number and code.

In January 1966, 30 CE was outshopped with new windows featuring rubber surrounds in the van and Guards compartments, and swinging Guards compartment access doors rather than the original sliding doors. Several other CE vans underwent these alterations, although the exact number completed is unknown.

Joint stock cars 42 BE and 27 CE were externally painted SAR red/brown in 1968 rather than the normal VR red. This colour scheme was applied to a number of joint stock cars over the next few years, such as 42 AE and 41 BE in 1970.

The first VR owned E cars to be scrapped due to a combination of the vehicles reaching the end of their service life and declining traffic volumes (rather than being damaged beyond repair in service, such as 2 BG in the Glenorchy accident of February 1971) were 17 AE, 11 BE and 9 ABE in 1970. Three years prior to this, the first Joint Stock E cars to reach the end of their service life had been scrapped (5 BE, 40 BE, 43 BE, *Glenelg* and *Barwon*). Limited scrapping continued until 1974, and then ceased for a number of years.

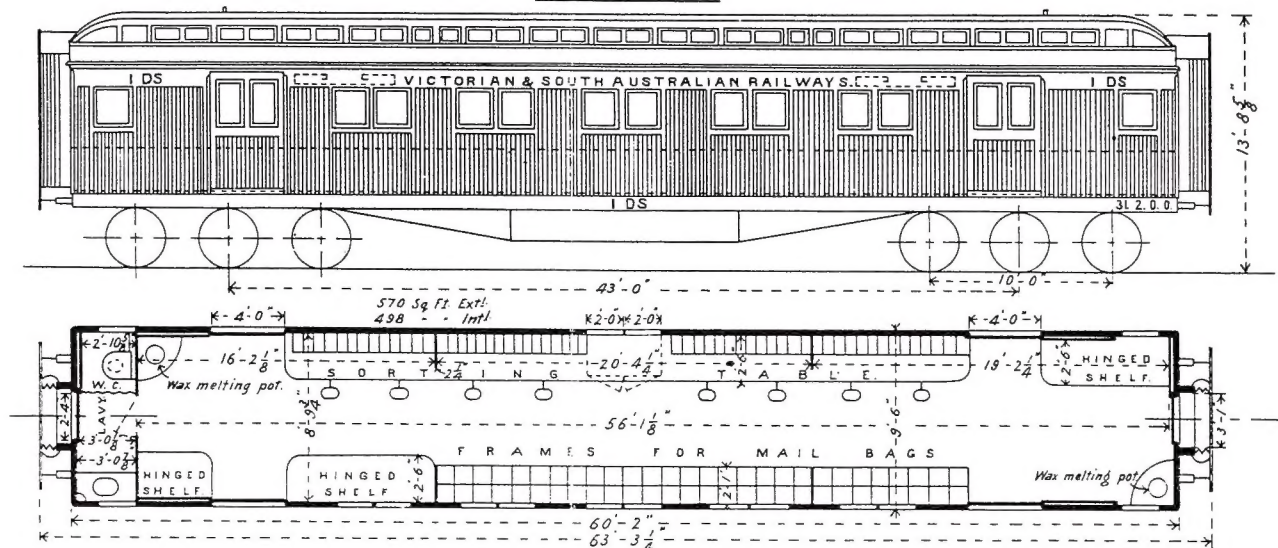
The SAR banned the use of joint stock E type carriages on regular services, and placed an 80 km/h (50 mph) speed limit

V. & S. A. R. JOINT STOCK.

DS

MAIL SORTING VAN.

LOAD 15 TONS.



Built at Newport Shops 1907 Nos 1, 2.
Total 2.

on other wooden bodied stock on their system from 20 December 1973. The VR from the same date placed an 80 km/h (50 mph) limit on joint stock operating in Victoria. The joint stock that was still in use when the ban was applied consisted of *Tambo*, *Dargo*, 6 AE, 9 AE, 10 AE, 39 AE, 40 AE, 41 AE, 42 AE, 6 BE, 7 BE, 10 BE, 41 BE and 42 BE.

The VR started to experiment with LP gas fired space heating on a number of non-airconditioned carriages in the mid-1970s to provide a better form of winter heating than was possible with footwarmers. At least two AW (Nos. 30 and 31), four BW (Nos. 31, 32, 33 and 34) and five CE (Nos. 15, 30, 31, 32 and 33) carriages were each fitted with LP gas fired boilers to heat water circulated around the vehicle for space heating. 37 CE was also fitted with this equipment in 1978, although the boilers were fired by diesel fuel rather than LP gas.

Further installations of this form of heating do not appear to have been progressed on account of the confirmation that the airconditioned N cars would be built to replace non-airconditioned stock on the Geelong and Ballarat corridors.

E cars were still being used widely across the state on long and short distance trains in the late 1970s, even though the oldest examples were over 70 years old. Some indication of their range of operation at this time is set out in Table D showing the number of E cars required for services departing Melbourne between 16 00 and 19 00 on a Friday (generally the busiest time of the week). It should be noted that the information for this table was sourced from Working Time Tables issued on separate dates, and therefore is only a representative, rather than an accurate picture of E car deployment.

THE LAST DECADE OF E CAR DEPLOYMENT 1981-1991

On 4 October 1981, VicRail (see Note 10) introduced a new timetable with many innovations designed to reverse the downward trend in country patronage. The package of changes was marketed as a 'New Deal for Country Passengers', and included features such as:

- Increased service frequency.

TABLE D:
NUMBER OF E CARS USED ON TRAINS
DEPARTING MELBOURNE BETWEEN 16 00 AND 19 00 ON A FRIDAY – 1978/79

Corridor	AE	BE	BG	ABE	BCE	CE	Taggerty	Total
Albury	—	2	—	—	—	1	—	3
Bairnsdale	—	1	—	—	—	1	—	2
Ballarat	—	1	—	—	—	—	—	1
Bendigo	—	—	—	—	—	1	—	1
Cobram	—	2	—	—	—	1	—	3
Dimboola	—	1	—	1	—	1	—	3
Geelong	5	2	—	2	2	—	—	11
Seymour	—	—	—	1	—	—	—	1
Swan Hill	—	—	—	1	—	1	1	3
Traralgon	—	2	—	—	—	1	—	3
Warrnambool	—	2	—	1	—	1	—	4
Yarram	—	—	1	—	—	—	—	1
Total	5	13	1	6	2	8	1	36

- Reduced travelling times by accelerating trains and closing stations with low patronage.
- Fixed consist carriage working.
- Compulsory seat reservation on all long distance (Inter-City) rail services.
- Greater carriage utilisation, i.e., vehicles were used more intensively and covered greater distances in a single day than ever before.

In addition, a fleet of 54 new N type steel bodied, airconditioned cars (later increased to 57) were starting to enter service to provide rolling stock to match the modern image VicRail was trying to project to win business. This new equipment, in conjunction with greater factors of carriage utilisation, enabled a large percentage of the wooden bodied, non-airconditioned carriage fleet to be retired.

These changes impacted directly upon the E car fleet in six ways over the next 2 to 3 years:

- The E cars in the poorest condition were quickly withdrawn, dramatically down-sizing the fleet.
- The remaining E cars were integrated into fixed consists that in some cases included airconditioned cars.
- A number of non-airconditioned BE cars were recoded to better reflect the differences in internal configurations caused by past conversions. This was necessary to ensure that sufficient accommodation was supplied on train services operating with fixed consists, i.e., if a shunter assembled a set that totally consisted of BES cars, then the seating available would have been less than a set consisting entirely

of BE cars, which may have not suited peak time trips. The BE cars converted from BDSE cars in the 1920s were recoded BEL, whilst the BE cars converted from ABE cars were recoded to BES. Not all of these cars physically received the new code, but were recognised by the new code in such official publications as the May 1983 issue of the Working Time Table Addenda, and Carriage Working Diagrams. For example, of the four BE cars classified as BEL (Nos. 44 to 47), only 45 BE appears to have physically carried the code. Similarly, of the nine BE cars classified as BES (Nos. 53 to 61), only three appear to have physically carried the code (Nos. 53, 55 and 59).

- The airconditioned sitting E cars received a basic internal facelift to improve their appearance. For example, 4 BE and 34 BE were both noted in October 1983 with Pirelli floor covering in the vestibules, carpets in the corridors and compartments, cloth upholstery (of the same appearance as that used in the BN cars), and paper headrests.
- *Taggerty* became available to work on any corridor with the October 1981 timetable changes. It was observed a number of times running on the Eastern line by NEWSRAIL contributors, and possibly worked on other corridors. It was withdrawn in early 1984 when sufficient BRS buffet cars had been introduced to fill all the rosters then available for buffet cars.
- A CE van (No. 33) was painted tangerine with VicRail Tea Cup emblems to match the newly refurbished S and Z cars.

The E type sleeping cars and the other vehicles used on the *Train of Knowledge (TOK)* were scheduled to be withdrawn

X41 arrives at Bungaree with a down Ballarat pass. in January 1979. Included in the consist are 3 E cars and a CE van on the rear *Frank Cross*



and scrapped at the end of 1983. It was planned at a later date to re-introduce the *TOK* using the sleeping cars off the *Vine-lander*, which would have been released by the amalgamation of the *Spirit of Progress* and the *Southern Aurora* cascading surplus standard gauge sleeping cars to the Mildura line. However, with no firm decision on when the two standard gauge trains would be amalgamated, it was decided to over-haul the existing *TOK* carriages.

In December 1983 Sleeping Car Nos. 5, 7 and 8, shower car *Carey* and buffet car *Moorabool* were sent to Bendigo Workshops for overhaul, whilst Sleeping Car Nos. 6, 9 and 10, power car *Melville* and dining car *Avoca* were sent to either Ballarat or Newport Workshops. At the time they entered the shops, *Carey*, *Melville*, *Avoca* and Sleeper No. 5 were painted blue and yellow, whilst the other cars were painted red.

It is believed that all the cars had been outshopped by May 1984 and resumed school tours. The six E type sleeping cars had been repainted red, as were all the *TOK* cars to present a uniform image, and were also fitted with *Spirit of Progress* type 4 wheel bogies as a part of their overhaul. All the *TOK* E type sleeping cars had their former names restored, as well as carrying their former sleeping car numbers.

The end for the remaining fleet of non airconditioned, wooden bodied sitting cars came with the delivery of the 39 H type cars (rebuilt from Harris suburban carriages) between August 1984 and February 1986. The arrival of these cars enabled all non-airconditioned E type sitting cars to be withdrawn from service by mid-1985, with an E type car being included in the final scheduled run of wooden bodied, non airconditioned sitting cars in Victoria on Friday, 30 August 1985 on the 07 52 Bacchus Marsh to Spencer Street (This train consisted of 14 BE, 29 BCPL, 68 BW and 66 BW).

The last E cars in service after 1985 were the airconditioned sitting cars, the non airconditioned sleeping cars used on the *Train of Knowledge*, the airconditioned sleeping cars used as a back-up for the Mildura overnight train, *Goulburn* and *Wimmera*.

In August 1989, all the airconditioned E type sleeping cars were withdrawn and placed into storage. Four months later, the non airconditioned E type cars were withdrawn with the demise of the *Train of Knowledge*.

The eight airconditioned sitting cars continued to be used on commuter runs, and in August 1991 they were deployed in the following manner from Monday to Friday:

Carriage Consist	Services Run in a Day by the Consist
AK,* BKL*, BK*, BK*, BG	07 18 Bacchus Marsh to Spencer Street 16 25 Spencer Street to Bacchus Marsh
CP, AE, BE, BE, BE, BE	04 50 Geelong to South Geelong (Empty Cars) 07 20 South Geelong to Spencer Street† 17 40 Spencer Street to South Geelong 19 15 South Geelong to Geelong (Empty Cars)
CP, BE, MTH‡	05 40 Seymour to Spencer Street 07 28 Spencer Street to Sunbury 08 47 Sunbury to Spencer Street 16 04 Spencer Street to Sunbury 17 30 Sunbury to Spencer Street 18 30 Spencer Street to Seymour 21 05 Seymour to Spencer Street (Fridays Only)

*Non-airconditioned K type cars on lease from Australian National.

† Departed at 07 45 from Tuesday to Friday

‡ A photo of this set appears on p.126 of the April 1990 issue of NEWSRAIL.

Note: The above data was extracted from Carriage Working Diagram CW 9 issued on 4 August 1991. The second airconditioned AE was held as a spare vehicle.

The first two carriage sets were not used on the weekends, and were stabled at Bacchus Marsh and Geelong respectively for the two days. On Saturday, the CP, BE, MTH set was attached to another carriage set and ran the 12 45 Spencer Street to Kyneton. After detaching from the other carriage set, it departed Kyneton at 15 20 for Spencer Street, where it formed the 18 30 Spencer Street to Seymour service. It was then stabled at Seymour on Sunday.

Surplus seating capacity became available on a number of trains in the early 1990s as a result of two factors:

- Between 1989 and 1992, the size of the fleet was increased by fourteen BIH and two BCH cars.
- The economic recession that had set in at this time had caused a drop in V/Line patronage.

In 1991/92 carriage working was re-organised to transfer surplus capacity onto those services still employing equipment below modern standards. This was the end for the airconditioned E cars, which made their final revenue runs on the following dates:

51 AE	Wed. 18 Dec 1991	08 47 up Sunbury
52 AE	Tues. 24 Dec 1991	17 40 down South Geelong
4 BE	Tues. 24 Dec 1991	17 40 down South Geelong
19 BE	Tues. 24 Dec 1991	17 40 down South Geelong
31 BE	Tues. 24 Dec 1991	17 40 down South Geelong
34 BE	Tues. 24 Dec 1991	17 40 down South Geelong
50 BES	Fri. 20 Dec 1991	07 20 up South Geelong
1 BG	Wed. 18 Dec 1991	07 18 up Bacchus Marsh

The only carriage of the above eight to remain in service with the PTC after 1991 was 1 BG, allocated to the Alternative Safe Working (ASW) team to test this new safeworking system.

There was a change of Government in Victoria on 3 October 1992 after the Liberal Party lead by Jeff Kennett defeated the Labor Party lead by Joan Kirner. The new Government implemented many reforms to cut costs in all sectors of Government, and this of course extended to the PTC. One of the minor reforms implemented amongst the many major changes was to stop using *Wimmera* (the former E type dining car converted in 1938 to the Medical and Vision Test Car) for medical examinations of staff, and instead use local doctors (The last location to be visited by *Wimmera* was Bendigo in 1992).

During the early 1990s *Goulburn* saw little, if any, use by the PTC. It was consequently identified as being surplus to requirements, and in 1994 it was allocated to Steamrail.

CONCLUDING REMARKS

Today, ninety years after the first E car entered service, the PTC still retains 1 BG at Ballarat for the ASW team. In addition, V/Line Passenger still maintains an interest in those E type cars used as a part of the Classic Carriage fleet that are stored and maintained by the SLSPG, namely 2 AE, 30 AE and *Yarra*.

A large percentage of the E car fleet has been preserved by the various rail groups, with some examples being in superb shape. Table E outlines the known fate of the 177 members of the E car fleet.

INDIVIDUAL CARRIAGE HISTORIES

AE CLASS CARS

Note: 1 AE to 26 AE originally entered service coded AVE. In 1910 the code was simplified to AE.

Number	Builder	Date in Service	Date Withdrawn	Notes
1 AE	VR Newport	28 Aug. 1906	25 Dec. 1991	Outshopped fitted with airconditioning and automatic couplers on 27 Mar. 1937. Fitted with <i>Spirit of Progress</i> (SOP) four wheel bogies in Aug. 1960. Recoded 50 BE on 18 Dec. 1962. Recoded 50 BES on 7 Oct. 1982 (The interior was upgraded at the same time). Allocated to SLSPG. Sent to Seymour on 21 Dec. 1991.
2 AE	VR Newport	28 Aug. 1906	15 Dec. 1983	Transferred to the Historical Register. Fully restored by Bendigo W/S in 1985 to form a part of the V/Line Heritage Train. Currently a part of the PTC Heritage Fleet stored between runs within the SLSPG compound at Seymour.
3 AE	VR Newport	30 Oct. 1906	25 Dec. 1991	Fitted with automatic couplers in Mar. 1937. Outshopped fitted with airconditioning on 28 Jan. 1938. Fitted with SOP four wheel bogies in Aug. 1960. Recoded 51 BE on 6 Dec. 1962. Fitted with a pre-conditioning unit at the same time. Recoded 51 AE at Bendigo North W/S in Dec. 1982 (The interior was upgraded at the same time). After being withdrawn in Dec. 1991 it was held at Spencer Street to be stripped of brass fittings. It was then apparently sent to Seymour to be scrapped by the SLSPG.
4 AE	VR Newport	30 Oct. 1906	6 April 1984	Sold on 28 Aug. 1984 to a buyer from Main Ridge.
5 AE	VR Newport	24 Oct. 1907	27 Dec. 1929	V&SAR Joint Stock. Destroyed in a derailment at Callington, South Australia on 27 Dec. 1929.
6 AE	VR Newport	24 Oct. 1907	28 Nov. 1974	V&SAR Joint Stock. Returned to South Australia and condemned in Adelaide.
7 AE	VR Newport	24 Oct. 1907	22 Feb. 1952	V&SAR Joint Stock. Transferred to SAR on 22 Feb. 1952 and became 550. Sold in 1963 to Commonwealth Railways, but apparently never used and scrapped sometime in the mid-1970s.
8 AE	VR Newport	30 Oct. 1907	22 Feb. 1952	V&SAR Joint Stock. Transferred to SAR on 22 Feb. 1952 and became 551. Sold on 25 Sept. 1963 to Commonwealth Railways and converted to theatre car W 144 in Aug. 1965. Recoded OWA 144 in 1985. Written off in Oct. 1987 and sold to the Ghan Preservation Society in May 1988.
9 AE	VR Newport	30 Oct. 1907	28 Nov. 1974	V&SAR Joint Stock. Condemned in Adelaide.
10 AE	VR Newport	30 Oct. 1907	18 July 1974	V&SAR Joint Stock.
11 AE	Herbert and party	15 Aug. 1908	24 Aug. 1971	Scrapped at Newport W/S on 20 Oct. 1971.
12 AE	Herbert and party	28 Aug. 1908	25 Dec. 1991	Fitted with automatic couplers on 10 April 1935 and ran in a block with three other E cars (23 AE, 17 BE & 20 BE) on the <i>Albury Express</i> after this date. Outshopped fitted with airconditioning on 15 Dec. 1939. Recoded 52 BE, fitted with SOP four wheel bogies and a pre-conditioning unit in Aug. 1962. Recoded 52 AE at Ballarat North W/S on 4 or 5 May 1983 (the interior was upgraded at the same time). Fitted with a Conductor work station in 1991. Allocated to Steamrail on 7 Jan. 1992. Restored to a high standard as a premium fare vehicle in 1994. A test run of the carriage to Bendigo following this restoration was conducted on 3 July 1994.
13 AE	VR Newport	3 Aug. 1908	22 Aug. 1984	Sold on 31 Aug. 1984 to a buyer from Heyfield.
14 AE	VR Newport	3 Aug. 1908	29 Mar. 1972	Scrapped at Newport W/S on 14 June 1972.
15 AE	Robertson and party	26 Aug. 1908	29 Mar. 1972	Scrapped at Ballarat North W/S on 18 Sept. 1973.
16 AE	Scott and party	26 Aug. 1908	29 Mar. 1972	Scrapped at Newport W/S on 6 Oct. 1972.
17 AE	Scott and party	15 Aug. 1908	28 Aug. 1970	Scrapped at Newport W/S.
18 AE	VR Newport	30 June 1909	14 Aug. 1984	Preserved by the Castlemaine & Maldon Railway.
19 AE	VR Newport	30 June 1909	23 Aug. 1983	Sold on 2 Nov. 1983 to a buyer at Taggerty.
20 AE	VR Newport	16 July 1909	29 Mar. 1972	Scrapped at Newport W/S on 30 Aug. 1972.
21 AE	VR Newport	16 July 1909	25 Dec. 1991	Entered Newport W/S in Sept. 1939 to be converted to a buffet car with an internal arrangement like <i>Taggerty</i> . Work stopped shortly after the outbreak of war and it was stored. Outshopped as airconditioned Restaurant Car <i>Kiewa</i> on 19 Sept. 1955. The Restaurant Car service was withdrawn on 4 April 1959. Outshopped as 1 BG in Nov. 1961 after having been in storage since 1959 and ran almost exclusively from this time on the Melbourne — Dimboola service. Ran for the last time on the Dimboola corridor on 28 June 1971 and then shopped at Newport W/S for a light overhaul. It then ran almost exclusively on the Yarram train from 7 Aug. 1971 until the demise of this service in 1981. Outshopped with an upgraded interior on 30 Oct. 1985. Railed to Ballarat Workshops on 19 Dec. 1991 to be modified for ASW system testing. Currently used to test the ASW system.
22 AE	Robertson and party	14 Sept. 1909	17 Oct. 1953	Destroyed by fire at Dudley Street Car Sidings on 16 Jan. 1953. Scrapped on 17 Oct. 1953.
23 AE	VR Newport	14 Sept. 1909	2 Dec. 1983	Fitted with automatic couplers on 10 April 1935 and ran in a block with three other automatic coupler equipped E type cars (12 AE, 17 BE and 20 BE) on the <i>Albury Express</i> after this date. Sold on 3 Feb. 1984 to a buyer from Whittlesea.



24 AE photographed on a fan trip in 1981. This car was withdrawn two years later *Frank Cross*

AE CLASS CARS (Continued)

Number	Builder	Date in Service	Date Withdrawn	Notes
24 AE	VR Newport	2 Sept. 1909	14 Oct. 1983	Sold on 28 Sept. 1983 to a buyer from Rushworth.
25 AE	Herbert and party	14 Sept. 1909	18 June 1984	Sold on 27 June 1984 to a buyer from Nambour, Queensland. Seen passing through Shepparton on the back of a truck, minus its bogies, heading north on 2 June 1984.
26 AE	Herbert and party	2 Sept. 1909	8 Feb. 1971	Entered Newport W/S in Sept. 1939 to be converted to a buffet car with an internal arrangement like <i>Taggerty</i> . Work stopped shortly after the outbreak of war and it was stored. Outshopped as airconditioned Restaurant Car <i>Moyne</i> on 4 or 5 Oct. 1955. The Restaurant Car service was withdrawn from 4 April 1959. Outshopped as 2 BG in Dec. 1961 after having been stored since 1959. It ran almost exclusively on the Melbourne - Dimboola service from this time. Extensively damaged in a level crossing accident at Glenorchy on 8 Feb. 1971. Partially cut-up on site and transferred to Newport W/S (arriving at Newport on 17 Feb. 1971). Scrapped on 16 June 1971 at Newport W/S after it was assessed as being beyond repair.
27 AE	Robertson and party	9 Nov. 1910	29 Mar. 1972	Scrapped at Ballarat North W/S on 5 May 1972.
28 AE	Herbert and party	14 Oct. 1910	18 June 1984	Sold on 10 May 1984 to a buyer from Warrnambool.
29 AE	Gaulton and party	9 Sept. 1910	29 Mar. 1972	Scrapped at Newport W/S on 26 May 1972.
30 AE	Gaulton and party	22 Oct. 1910	13 May 1985	Allocated to the Historical Register. Fully restored by Ballarat W/S in 1985 to form a part of the V/Line Heritage Train. Currently a part of the PTC Heritage Fleet stored between runs within the SLSPG compound at Seymour.
31 AE	Gaulton and party	28 Oct. 1910	29 Mar. 1972	The body was removed from the underframe and burnt at Newport W/S on 12 July 1972. The underframe mounted on its original 6 wheel bogies continued to be used at Newport W/S for some time after the body was burnt to carry steel around the workshop site for the FQX wagon construction program. Vertical bolsters were welded onto the top of the frame to accommodate pre-cut steel materials. A legend was painted onto the side of the frame that said — This underframe to be used to transport plates between 7 Road West and the Boiler Shop for the FQX program.
32 AE	VR Newport	15 Sept. 1910	29 Mar. 1972	Scrapped at Newport W/S on 6 Oct. 1972.
33 AE	Smith and party	9 Nov. 1910	29 Mar. 1972	Scrapped at Newport W/S on 14 June 1972.
34 AE	VR Newport	12 Dec. 1910	21 Dec. 1987	Damaged by fire at Bairnsdale in 1912 along with 33 BE. Rebuilt and restored to traffic in 1914. Outshopped as the first VR airconditioned buffet car on 10 Mar. 1937 (later named <i>Taggerty</i> in 1939). Painted blue and gold in early 1963. The last sighting recorded in NEWSRAIL of <i>Taggerty</i> in traffic as an operating buffet car was made on 25 Dec. 1983 when it ran to Traralgon and return. It appears to have been withdrawn from traffic in early 1984 with the delivery of the final BRS cars. The possibility of converting <i>Taggerty</i> to a BG car was apparently explored in mid-1984, but was rejected. Placed into storage at Newport W/S in Dec. 1984. Initially sold to the Castlemaine and Maldon Railway and stored at Spotswood W/S (possibly officially sold on 21 Dec. 1987 when it was transferred to the private vehicle register). Sold in late 1990 to Steamrail.

AE CLASS CARS (Continued)

Number	Builder	Date in Service	Date Withdrawn	Notes
35 AE	VR Newport	19 Dec. 1910	29 Mar. 1972	Scrapped at Newport W/S on 12 July 1972.
36 AE	VR Newport	12 Dec. 1910	9 Dec. 1977	Outshopped fitted with airconditioning on 12 Dec. 1935 (This was the first airconditioned country sitting carriage in the British Empire). It was unique amongst the airconditioned E cars in that the airconditioning ducts ran for almost the full length of the clerestory roof instead of being at the ends only. Painted blue with yellow stripes in 1959. In 1960 it was normally rostered on the 17 00 to Numurkah and the 06 25 return working. Recoded 49 BE in Nov. 1961 at Bendigo North W/S. In 1967 it was regularly rostered on the 18 03 to Sale and the corresponding return working. Damaged beyond repair on 10 July 1976 in the Laverton accident. Scrapped at Newport W/S on 20 May 1978.
37 AE	VR Newport	19 Dec. 1910	28 Aug. 1970	Forwarded to Bendigo North W/S on 5 May 1971. Restored by Bendigo North W/S for departmental use on the weed spraying train on 15 June 1971 as 1 HW (This vehicle replaced an older 1 HW that was built in 1964 from two 6 wheel carriage bodies placed on a reclaimed bogie underframe). Attached to the down Deniliquin freight in late 1995 to be railed to Echuca for preservation at the Echuca Loco Shed.
38 AE	VR Newport	19 Dec. 1910	2 Dec. 1983	Sold on 14 Dec. 1983 to a buyer from Berrigan, NSW.
39 AE	Sands and party	14 Sept. 1923	28 Nov. 1974	V&SAR Joint Stock. Struck off register by the SAR in Adelaide. Sold to SteamRanger. In 1995 the underframe (all that remained of the car) was sold to West Coast Railway.
40 AE	McCann and party	31 Aug. 1923	18 July 1974	V&SAR Joint Stock. Scrapped at Bendigo W/S on 12 Mar. 1976.
41 AE	Sands and party	14 Sept. 1923	28 Nov. 1974	V&SAR Joint Stock. Struck off register by the SAR in Adelaide and probably scrapped at Islington W/S.
42 AE	McCann and party	31 Aug. 1923	18 July 1974	V&SAR Joint Stock. Scrapped at Newport W/S on 27 Mar. 1976.

30 BE, perhaps in the mid 1930s, with a simplified external finish and prior to the fitting of automatic couplers.
This car is now on the historical car register and allocated to Steamrail Victoria *Photo courtesy of the PTC*



BE CLASS CARS

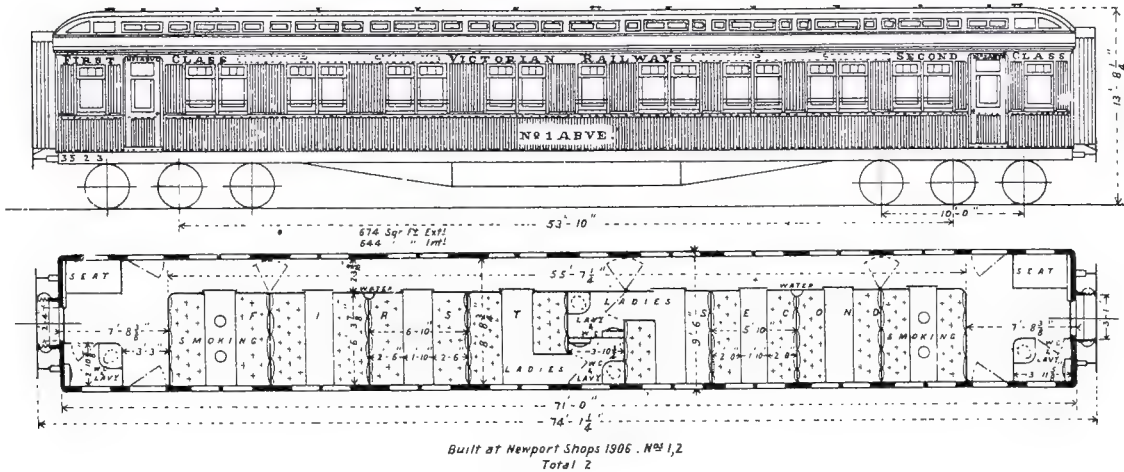
Note: 1 BE to 31 BE originally entered service coded BVE. In 1910 the code was simplified to BE.

Number	Builder	Date in Service	Date Withdrawn	Notes
1 BE	VR Newport	28 Aug. 1906	14 April 1984	Allocated to SLSPG.
2 BE	VR Newport	28 Aug. 1906	13 May 1985	Transferred to the Historical Register. Allocated to Steamrail.
3 BE	Herbert and party	30 Oct. 1906	22 Aug. 1984	Transferred to the Historical Register. Allocated to Steamrail.
4 BE	Robertson and party	30 Oct. 1906	25 Dec. 1991	Outshopped fitted with airconditioning and automatic couplers on 28 Jan. 1938. Fitted with SOP four wheel bogies in Aug. 1961. Outshopped with an upgraded interior on 27 July 1983. Allocated to Steamrail on 7 Jan. 1992 for operational use.
5 BE	SAR Islington	22 Oct. 1907	6 July 1967	V&SAR Joint Stock. Scrapped at Islington W/S.
6 BE	SAR Islington	22 Oct. 1907	18 July 1974	V&SAR Joint Stock. Scrapped on 3 April 1976 at Newport W/S.
7 BE	SAR Islington	22 Oct. 1907	18 July 1974	V&SAR Joint Stock. Scrapped on 5 April 1976 at Newport W/S.
8 BE	SAR Islington	29 Oct. 1907	1959	V&SAR Joint Stock. Scrapped on 26 May 1959 at Islington W/S after a collision in South Australia.
9 BE	SAR Islington	29 Oct. 1907	27 Dec. 1929	V&SAR Joint Stock. Destroyed in a derailment at Callington, South Australia on 27 Dec. 1929.
10 BE	SAR Islington	1 Nov. 1907	18 July 1974	V&SAR Joint Stock. Scrapped on 27 Mar. 1976 at Newport W/S.
11 BE	Herbert and party	3 Aug. 1908	28 Aug. 1970	Scrapped on 26 Oct. 1970 at Newport W/S.
12 BE	Herbert and party	3 Aug. 1908	18 June 1984	Sold on 6 June 1984 to a buyer from Bayswater.
13 BE	Robertson and party	15 Aug. 1908	25 June 1976	Destroyed by fire at Ballarat on 13 May 1976. The remains were scrapped at Ballarat North W/S on 5 Nov. 1976.
14 BE	Robertson and party	28 Aug. 1908	24 Sept. 1985	Last ran in traffic for V/Line on 30 Aug. 1985. Allocated to SLSPG.
15 BE	Mitchell and party	26 Aug. 1908	Aug. 1984	To the Castlemaine & Maldon Railway on 4 July 1984. Officially recorded as having been broken up on 19 July 1984.
16 BE	Mitchell and party	26 Aug. 1908	6 Feb. 1985	To SteamRanger, SA on 19 Jan. 1985. Sold to the Wallaroo - Kadina Tourist Railway in 1993.
17 BE	Scott and party	15 Aug. 1908	22 Aug. 1984	Fitted with automatic couplers on 10 April 1935 and ran in a block with other automatic coupler equipped E type cars (12 AE, 23 AE and 20 BE) on the Albury Express. Transferred to the Historical Register. Allocated to Steamrail.
18 BE	VR Newport	30 June 1909	6 Feb. 1985	To SteamRanger, SA on 19 Jan. 1985. Sold to the Wallaroo - Kadina Tourist Railway in 1993.
19 BE	VR Newport	5 Oct. 1909	25 Dec. 1991	Outshopped fitted with airconditioning on 13 May 1938. Outshopped with an upgraded interior in Oct. 1985. Allocated to GSRS. Railed to Tottenham Yard on 29 Jan. 1992 and then Nyora on 30 Jan. 1992 attached to the Barry Beach oil train.
20 BE	VR Newport	5 Oct. 1909	6 April 1984	Fitted with automatic couplers on 10 April 1935 and ran in a block with other automatic coupler equipped E type cars (12 AE, 23 AE and 17 BE) on the Albury Express. To the Castlemaine & Maldon Railway after withdrawal.
21 BE	VR Newport	30 June 1909	18 Feb. 1982	Scrapped on 20 April 1982.
22 BE	Mitchell and party	1 Nov. 1909	23 Aug. 1983	Sold on 24 Jan. 1984 to a buyer from Abbotsford.
23 BE	Mitchell and party	5 Oct. 1909	14 Aug. 1984	Sold to a buyer from Maffra. Officially recorded as having been broken up on 9 Oct. 1984.
24 BE	Cheyne and party	16 July 1909	6 Feb. 1985	To SteamRanger, SA on 19 Jan. 1985. Sold to the Wallaroo - Kadina Tourist Railway in 1993.
25 BE	Cheyne and party	16 July 1909	6 April 1984	Transferred to the Historical Register. Allocated to Steamrail on 1 May 1984.
26 BE	Robertson and party	1 Nov. 1909	Sept. 1984	Transferred to the Historical Register. Allocated to SLSPG.
27 BE	Robertson and party	5 Oct. 1909	18 Aug. 1981	Scrapped on 29 Jan. 1982 at Newport W/S by being bulldozed into the ground. This carriage was damaged in a collision some time prior to being scrapped.
28 BE	VR Newport	2 Sept. 1909	29 Mar. 1972	Scrapped on 19 May 1972 at Newport W/S.
29 BE	VR Newport	12 Nov. 1909	13 May 1985	Transferred to the Historical Register. Allocated to Steamrail.
30 BE	Herbert and party	2 Sept. 1909	13 May 1985	Transferred to the Historical Register. Allocated to Steamrail.
31 BE	Herbert and party	12 Nov. 1909	25 Dec. 1991	Outshopped fitted with airconditioning and automatic couplers on 27 Mar. 1937. Fitted with SOP four wheel bogies in Oct. 1960. Outshopped with an upgraded interior on 16 Oct. 1982. Sent to Newport W/S for the bogie bolsters to be transferred to State No. 5 after it was withdrawn. Allocated to Steamrail in 1991.
32 BE	Robertson and party	14 Oct. 1910	16 Jan. 1953	Destroyed by fire at Dudley Street Car Sidings on 16 Jan. 1953. Scrapped on 25 Sept. 1953.
33 BE	Robertson and party	15 Sept. 1910	24 Sept. 1985	Rebuilt in 1914 after being damaged by fire at Bairnsdale in 1912 along with 34 AE. Transferred to the Historical Register. Allocated to Steamrail.

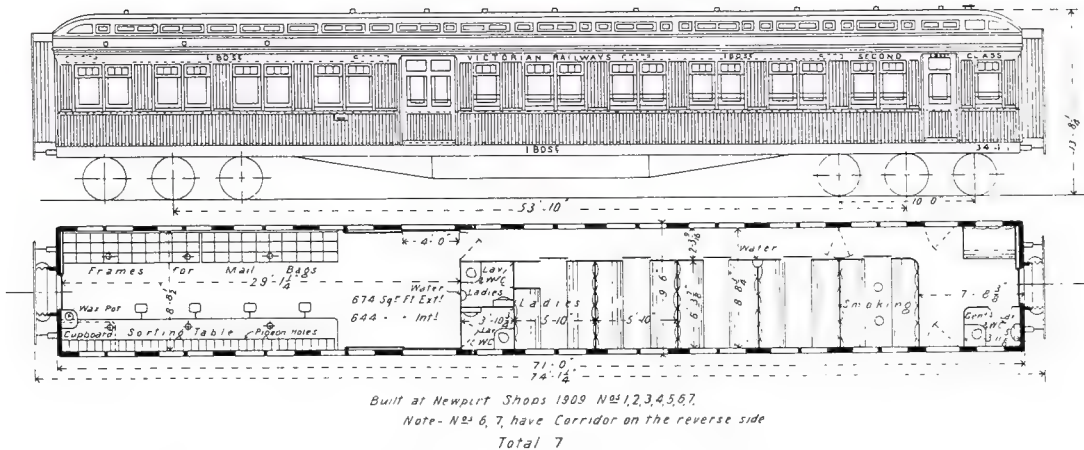
BE CLASS CARS (Continued)

Number	Builder	Date in Service	Date Withdrawn	Notes
34 BE	Mitchell and party	7 Oct. 1910	25 Dec. 1991	Outshopped fitted with airconditioning on 22 June 1938. Fitted with automatic couplers in Jan. 1953. Fitted with <i>SOP</i> four wheel bogies in Nov. 1960. Outshopped with an upgraded interior on 7 Oct. 1983. Allocated to GSRS. Railed to Tottenham Yard on 29 Jan. 1992 and then Nyora on 30 Jan. 1992 attached to the Barry Beach oil train.
35 BE	Cheyne and party	9 Sept. 1910	12 June 1975	Scrapped at Newport W/S on 20 May 1978.
36 BE	Cheyne and party	7 Oct. 1910	3 Dec. 1984	Transferred to the Historical Register. Originally allocated to Plan R. Re-allocated to SLSPG on 9 Jan. 1987. Stored at Bendigo for the Bendigo Historical Steam Train Association by 1989. Transferred to Seymour via Echuca in Dec. 1992. Delivered to Nyora and the GSRS on the rear of the sand train on Friday, 2 July 1993. 36 BE by this stage was gutted and without windows.
37 BE	Cheyne and party	28 Oct. 1910	28 Aug. 1970	Scrapped on 26 Oct. 1970 at Newport W/S.
38 BE	Mitchell and party	3 Dec. 1910	1984	Transferred to the Historical Register. Allocated to Steamrail.
39 BE	Mitchell and party	19 Dec. 1910	15 Dec. 1983	Scrapped.
40 BE	SAR Islington	12 Oct. 1923	6 July 1967	V&SAR Joint Stock. Scrapped at Islington W/S.
41 BE	SAR Islington	12 Oct. 1923	19 Dec. 1972	V&SAR Joint Stock. Scrapped at Islington W/S.
42 BE	SAR Islington	12 Oct. 1923	28 Nov. 1974	V&SAR Joint Stock. Last used in the ARHS Clare Showtimer Tour of Saturday, 19 Oct. 1974. To Mile End Railway Museum, SA. Placed in the museum on 16 April 1975. To Port Dock Station Railway Museum in 1988.
43 BE	SAR Islington	12 Oct. 1923	6 July 1967	V&SAR Joint Stock. Scrapped at Islington W/S.

ABVE
8 COMPARTMENTS.
58 PASSENGERS.
25 FIRST
33 SECOND



BDSE
5 COMPARTMENTS & MAIL SORTER.
41 PASSENGERS.



ABE CLASS CARS

Note: 1 ABE to 10 ABE originally entered service coded ABVE. In 1910 the code was simplified to ABE.

Number	Builder	Date in Service	Date Withdrawn	Notes
1 ABE	VR Newport	28 Aug. 1906	25 Oct. 1983	Recoded 53 BE on 2 Mar. or 2 April 1981. Recoded 53 BES on 6 May 1982. Sold on 18 Oct. 1983 to a buyer from Dandenong. Sighted passing through Rockbank on the back of a semi-trailer on 14 Dec. 1989.
2 ABE	VR Newport	30 Oct. 1906	2 Dec. 1983	Recoded 61 BE on 30 July 1981. Sold on 2 Dec. 1983 to a buyer from Stawell.
3 ABE	VR Newport	15 Aug. 1908	1983	Transferred to the Historical Register on 13 July 1983. Allocated to Steamrail.
4 ABE	VR Newport	3 Aug. 1908	3 Mar. 1983	Recoded 54 BE on 15 May 1981. Sold on 10 Mar. 1983 to a buyer from Redesdale.
5 ABE	VR Newport	26 Aug. 1908	3 Jan. 1985	Recoded 55 BE on 15 April 1981. Recoded 55 BES on 6 May 1982. Transferred to the Historical Register on 5 or 3 Jan. 1985. Allocated to SLSPG. Altered to 5 ABE on 12 Mar. 1987.
6 ABE	VR Newport	28 Aug. 1908	28 June 1982	
7 ABE	VR Newport	30 June 1909	1983	Transferred to the Historical Register on 13 July 1983. Allocated to Steamrail.
8 ABE	Scott and party	16 July 1909	28 May 1981	Allotted 56 BE, but it is not certain if this was ever carried by this vehicle. Sold on 15 May 1984 to a buyer from Heathcote. Officially recorded as having been broken up on 26 April 1983.
9 ABE	Scott and party	2 Sept. 1909	28 Aug. 1970	Scrapped at Newport W/S on 8 Oct. 1970.
10 ABE	VR Newport	2 Sept. 1909	13 May 1985	Recoded 57 BE on 4 June 1981. Transferred to the Historical Register. Allocated to Plan R. Re-allocated to the Mornington Railway Preservation Society by 1987.
11 ABE	Bell and party	28 July 1910	21 Nov. 1984	Recoded 58 BE on 2 July 1981. Transferred to the Historical Register. Allocated to Plan R. Re-allocated to the Mornington Railway Preservation Society by 1987.
12 ABE	Bell and party	28 July 1910	1983	Transferred to the Historical Register on 13 July 1983. Allocated to Steamrail. Stored at Newport by 11 Jan. 1985.
13 ABE	Scott and party	7 Oct. 1910	12 June 1975	Scrapped at Newport W/S on 20 Nov. 1975.
14 ABE	Scott and party	7 Oct. 1910	9 Dec. 1977	Damaged beyond repair on 10 July 1976 in the Laverton accident. Scrapped at Newport W/S on 9 May 1978.
15 ABE	Scott and party	9 Nov. 1910	29 Mar. 1984	Recoded 59 BE on 9 July 1981. Recoded 59 BES on 14 May 1982. Sold on 18 June 1984 to a buyer from Sale.
16 ABE	Herbert and party	3 Dec. 1910	22 Nov. 1984	Recoded 60 BE on 21 May 1981. Transferred to the Historical Register. Allocated to SLSPG. Altered to 16 ABE.

BDSE CLASS CARS

Note: The cars delivered in 1909 were originally coded ESBV. In 1910 this code was altered to BDSE. It is unclear if the cars delivered in 1910 carried the ESBV code, or entered service under the BDSE code.

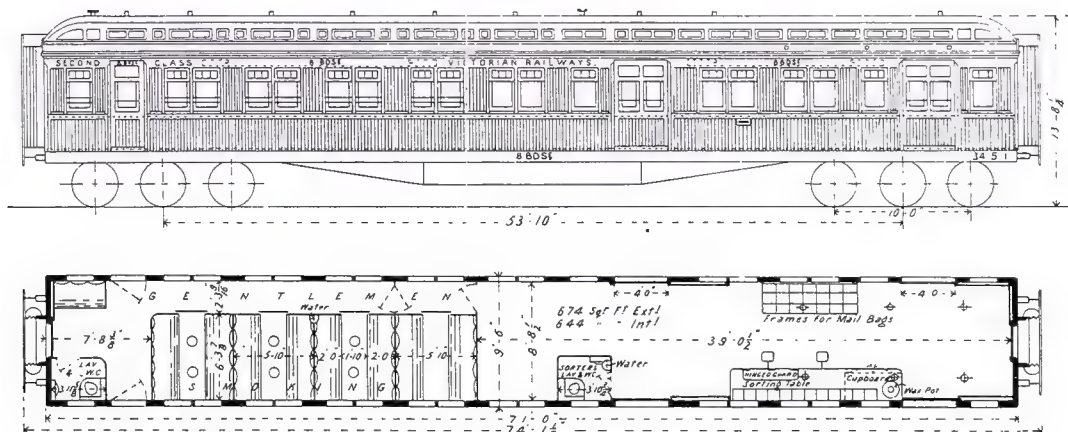
Number	Builder	Date in Service	Date Withdrawn	Notes
1 BDSE	VR Newport	30 Nov. 1909	13 May 1985	Outshopped as 2 BCE on 12 April 1935. Transferred to the Historical Register on 1 July 1983. Allocated to Castlemaine & Maldon Railway. To the C&MR on or by 18 Nov. 1985.
2 BDSE	VR Newport	19 April 1910	5 Jan. 1985	Outshopped as 3 BCE on 12 April 1935. Fitted with a new type of 4 wheel bogie in 1937 to test the design before it was used on the SOP (then being built at Newport). These bogies were the first roller bearing bogies to be used by the VR and featured Timken bearings and clasp brakes. It is unknown when these bogies were replaced by normal 6 wheel bogies. Transferred to the Historical Register on 13 Oct. 1984. Allocated the SLSPG.
3 BDSE	VR Newport	19 April 1910	24 Sept. 1985	Outshopped as 47 BE on 1 Oct. 1929. Sold on 20 Sept. 1984. Currently with SLSPG.
4 BDSE	VR Newport	10 Feb. 1910	5 May 1984	Outshopped as 1 BCE on 5 Mar. 1935. Transferred to the Historical Register. Allocated to Steamrail.
5 BDSE	VR Newport	23 Dec. 1909	29 Oct. 1982	Outshopped as 48 BE on 26 Sept. 1929. Sold on 19 Nov. 1982 to a buyer from Port Melbourne.
6 BDSE	VR Newport	30 Nov. 1909	24 Sept. 1985	Outshopped as 4 BCE on 12 April 1935. Transferred to the Historical Register. Allocated to the ARHS Museum. To SLSPG on 9 Jan. 1987. Stored at the SLSPG compound at Seymour.
7 BDSE	VR Newport	23 Dec. 1909	5 May 1984	Outshopped as 5 BCE on 12 April 1935. Transferred to the Historical Register. Allocated to Plan R. Re-allocated to Steamrail.
8 BDSE	VR Newport	3 Mar. 1910	6 April 1984	Outshopped as 44 BE on 21 Dec. 1922. Sold on 25 May 1984 to a buyer from Yarragon.
9 BDSE	VR Newport	23 Mar. 1910	10 Dec. 1984	Outshopped as 45 BE on 23 May 1923. Recoded 45 BEL on 14 May 1982. Transferred to the Historical Register. Allocated to Plan R. Re-allocated to the Mornington Railway Preservation Society by 1987.
10 BDSE	VR Newport	3 Mar. 1910	27 Sept. 1984	Outshopped as 46 BE on 11 Dec. 1923. Transferred to the Historical Register. Allocated to Steamrail. Stored at Newport by 11 Jan. 1985.



Composite second class/mail sorting carriage 5 ESBV shortly after it was built in 1909 *Photo courtesy of the PTC*

BDSE

4 COMPARTMENTS & MAIL SORTER.
36 PASSENGERS.



Built at Newport Shops 1910 altered 1913-14 N83 B, 9, 10,
Total 3

Car 1 BCE, formerly 4 BDSE, at the end of a five car consist at Spencer Street station. Note the car cleaner standing on a ladder cleaning the windows of the BPL car nearest the camera. Tues. 25.3.80 *Frank Cross*





The side corridor of sleeping car *Onkaparinga* looking from the smoking saloon end showing the ornate interior finish of these cars.



A compartment within sleeping car Onkaparinga with the top berth made up for night use
Both photos courtesy of the PTC

SLEEPING CARS

Number	Builder	Date in Service	Date Withdrawn	Notes
Loddon	VR Newport	17 Oct. 1907	Dec. 1989	V&SAR Joint Stock. Originally entered service named <i>Melbourne</i> . Renamed <i>Loddon</i> on 30 Sept. 1910. Electric lighting was fitted in lieu of gas lighting in Dec. 1923. Fitted with automatic couplers in June 1936. Released from the Joint Stock fleet in 1969 to the VR. Recoded to Sleeper No.10 on 10 Sept. 1969 at North Melbourne W/S. Repainted red and renamed <i>Loddon</i> (as well as its number) for the <i>Train of Knowledge (ToK)</i> in Feb. 1985. Allocated to SLSPG for preservation.
Glenelg	VR Newport	17 Oct. 1907	Sept. 1967	V&SAR Joint Stock. Originally entered service named <i>Ballarat</i> . Renamed <i>Glenelg</i> on 10 Sept. 1910. Electric lighting was fitted in lieu of gas lighting in Mar. 1924. Fitted with automatic couplers in June 1936. To SAR for scrapping on 14 Sept. 1967.
Finniss	VR Newport	17 Oct. 1907	June 1951	V&SAR Joint Stock. Originally entered service named <i>Wolseley</i> . Renamed <i>Finniss</i> on 1 Oct. 1910. Electric lighting was fitted in lieu of gas lighting in July 1923. Fitted with automatic couplers in June 1936. Sold to the SAR in June 1951. Rebuilt by SAR with horizontally split windows and glass panelling. Outshopped in SAR green and cream. Withdrawn from revenue service in 1976 with the demise of the Mount Gambier sleeping car service (the last train to include sleeping accommodation departed Mount Gambier on Tuesday, 2 Nov. 1976). Sold to SteamRanger and still a part of their active fleet.
Torrens	VR Newport	17 Oct. 1907	9 Sept. 1967	V&SAR Joint Stock. Originally entered service named <i>Adelaide</i> . Renamed <i>Torrens</i> on 10 Sept. 1910. Fitted with automatic couplers in June 1936. Allocated to the ARHS Museum at North Williamstown. Placed in the museum in Oct. 1967.
Onkaparinga	VR Newport	16 June 1911	19 Nov. 1972	V&SAR Joint Stock. Electric lighting was fitted in April 1924. Fitted with automatic couplers in June 1936. Officially noted as scrapped at Islington W/S, however it was actually sold to a school in Stirling, SA in approximately 1974 (complete with original bogies). The Port Dock Station Railway Museum recovered the vehicle on 6 Oct. 1988 with plans to eventually restore the vehicle.
Barwon	VR Newport	16 June 1911	Sept. 1967	V&SAR Joint Stock. Electric lighting was fitted in June 1923. Fitted with automatic couplers in June 1936. To SAR for scrapping on 14 Sept. 1967.
Baderloo	VR Newport	15 Aug. 1919	Sept. 1967	V&SAR Joint Stock. Fitted with electric lighting when built (<i>Baderloo</i> and <i>Pekina</i> were the first E type cars to be built new with electric lighting). Fitted with automatic couplers in June 1936. To the SAR for scrapping on 14 Sept. 1967. The body was sold to a private museum at Mount Barker Junction, SA in 1967. The museum was closed and the body scrapped in the mid-1980s.

Sleeping car Ovens was the last of the E type sleeping cars to be built. This view shows it soon after it was outshopped in 1928. This car was later known as sleeping car No.3 and is now in the care of the SLSPG *Photo courtesy of the PTC*



SLEEPING CARS (Continued)

Number	Builder	Date in Service	Date Withdrawn	Notes
<i>Pekina</i>	VR Newport	15 Aug. 1919	Dec. 1989	V&SAR Joint Stock. Fitted with electric lighting when built (<i>Pekina</i> and <i>Baderloo</i> were the first E type cars to be built new with electric lighting). Fitted with automatic couplers in June 1936. Released from the Joint Stock fleet in 1969 to the VR. Recoded to Sleeper No.9 on 15 Sept. 1969 at North Melbourne W/S. Fitted with 4 wheel SOP type bogies in 1984. Repainted red and renamed <i>Pekina</i> (as well as its number) for the TOK in May 1984. Allocated to SLSPG for preservation in running order.
<i>Dargo</i>	VR Newport	17 Oct. 1919	18 July 1974	V&SAR Joint Stock. Fitted with automatic couplers in June 1936.
<i>Tambo</i>	VR Newport	17 Oct. 1919	18 July 1974	V&SAR Joint Stock. Fitted with automatic couplers in June 1936. Sold to a private buyer who donated <i>Tambo</i> to SteamRanger in the mid-1980s. In 1994 SteamRanger proposed to strip the vehicle of parts and dispose of the body, whilst retaining the underframe and bogies. <i>Tambo</i> was instead sold to West Coast Rail, and was transferred from Dry Creek to Ballarat on Thursday, 23 Nov. 1995.
<i>Coliban</i>	Fowler, Nathan and party	22 Aug. 1923	Dec. 1989	V&SAR Joint Stock. Fitted with automatic couplers in June 1936. Released from the Joint Stock fleet in 1969 to the VR. Recoded to Sleeper No.7 on 15 Sept. 1969 at North Melbourne W/S. Fitted with 4 wheel SOP type bogies in 1984. Repainted red and renamed <i>Coliban</i> (as well as its number) for the ToK in May 1984. Sold to SteamRanger and departed Melbourne for Adelaide on Wednesday, 31 Jan. 1990. It has since been repainted in the green colour scheme worn by the <i>Overland</i> between 1936 and 1943.
<i>Inman</i>	Scott and party	22 Aug. 1923	Dec. 1989	V&SAR Joint Stock. Fitted with automatic couplers in June 1936. Released from the Joint Stock fleet in 1969 to the VR. Recoded to Sleeper No.8 on 5 Sept. 1969 at North Melbourne W/S. Fitted with 4 wheel SOP type bogies in 1984. Repainted red and renamed <i>Inman</i> (as well as its number) for the ToK in May 1984. Sold to SteamRanger and departed Melbourne for Adelaide on Wednesday, 31 Jan. 1990.
<i>Acheron</i>	Fowler and party	31 Aug. 1923	Dec. 1989	V&SAR Joint Stock. Fitted with automatic couplers in June 1936. Released from the Joint Stock fleet in 1969 to the VR. Recoded to Sleeper No.6 on 4 or 5 Sept. 1969 at North Melbourne W/S (This was the second use of this number on a sleeping car). Modified for school excursion and other special train traffic at Newport W/S on 25 Mar. 1971 by — (1) fitting a shower recess, (2) installing a new hot water service, (3) providing 240 volt power points in all compartments, and (4) fitting an internal brake tap and gauge, tail lights and tail discs to enable it to be used as a trailing vehicle. Outshopped by Newport W/S on 24 Feb. 1972 with the following modifications — (1) air gauge and brake tap were relocated from the Conductors compartment to the smoking saloon, (2) hand rails were fitted inside each door of the smoking saloon, (3) a gas heater was installed in the smoking saloon, (4) electric side and tail lights were fitted, and (5) fly-wire screens were fitted to sleeping compartment windows. Fitted with 4 wheel SOP type bogies in 1984. Repainted red and renamed <i>Acheron</i> (as well as its number) for the ToK in Feb. 1985. Initially allocated to the AREA for preservation in running order. In 1994 it was re-allocated to SLSPG.
<i>Buchan</i>	Gaulton and party	31 Aug. 1923	Aug. 1989	Outshopped fitted with airconditioning on 20 July 1938. The name <i>Buchan</i> was withdrawn at this time and the vehicle became known as Sleeper No.4. To Newport for storage on 11 Aug. 1989. Allocated to R707 Operations for preservation.
<i>Angas</i>	Scott and party	25 Sept. 1923	1 Mar. 1950	V&SAR Joint Stock. Fitted with automatic couplers in June 1936. Allocated to SAR stock on 1 or 13 Mar. 1950. Rebuilt by SAR with horizontally split windows and glass panelling, and outshopped in SAR green and cream. Withdrawn from revenue service after having been damaged by fire on Friday, 24 Sept. 1976 (the last train to include sleeping accommodation departed Mount Gambier on Tuesday, 2 Nov. 1976). Written off in 1977 and obtained by SteamRanger, who restored berths 5 to 20 and stripped the smoking saloon and berths 3/4 to convert this area to a 20 seat lounge. Sold by SteamRanger to the Wallaroo - Kadina Tourist Railway, and transferred from Dry Creek to Wallaroo on Sunday, 19 Nov. 1995.
<i>Wando</i>	Gaulton and party	14 Sept. 1923	Dec. 1989	Re-named Sleeper No.5 on 29 Mar. 1939. Repaint blue with yellow stripes at an unknown date. Repainted red and renamed <i>Wando</i> (as well as its number) for the ToK in Feb. 1985. Initially allocated to the AREA for preservation in running order. In 1994 it was re-allocated to SLSPG.
<i>Werribee</i>	VR Newport	14 April 1928	Aug. 1989	Outshopped fitted with airconditioning on 5 July 1937. The name <i>Werribee</i> was withdrawn at this time and the vehicle became known as Sleeper No.1. To Newport for storage on 11 Aug. 1989. Delivered to Steamrail on 30 Aug. 1990.
<i>Indi</i>	VR Newport	14 April 1928	Aug. 1989	Outshopped fitted with airconditioning on 5 July 1937. The name <i>Indi</i> was withdrawn at this time and the vehicle became known as Sleeper No. 2. To Newport for storage on 11 Aug. 1989. Delivered to Steamrail on 19 April 1991.
<i>Ovens</i>	VR Newport	24 Aug. 1928	Aug. 1989	Outshopped fitted with airconditioning on 5 July 1937. The name <i>Ovens</i> was withdrawn at this time and the vehicle became known as Sleeper No. 3. To Seymour for storage on 11 Aug. 1989. Allocated to SLSPG.

2825-61

VICTORIAN AND SOUTH AUSTRALIAN RAILWAYS

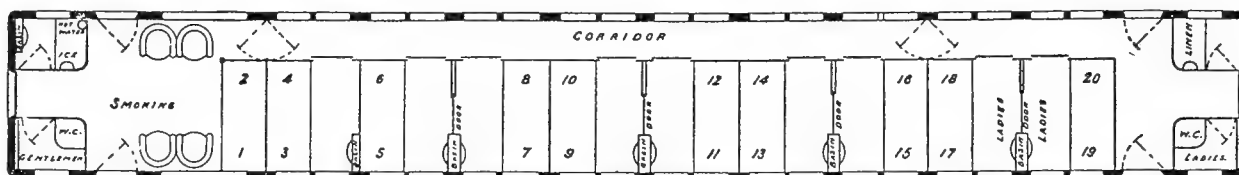
J.S. 6A

MELBOURNE AND ADELAIDE EXPRESS TRAINS

SLEEPING CAR

Train leaving Melbourne.....p.m. for Adelaide.

Date.....



BERTH NUMBER	NAMES	BERTH TICKET NUMBER	BERTH NUMBER	NAMES	BERTH TICKET NUMBER	BERTH NUMBER	NAMES	BERTH TICKET NUMBER
1 LOWER			9 LOWER			17 LOWER		
2 UPPER			10 UPPER			18 UPPER		
3 LOWER			11 LOWER			19 LOWER		
4 UPPER			12 UPPER			20 UPPER		
5 LOWER			13 LOWER					
6 UPPER			14 UPPER					
7 LOWER			15 LOWER					
8 UPPER			16 UPPER					

Signature of Conductor.....

A copy of the conductor's booking sheet used for the E type joint stock sleeping cars on the express train services between Adelaide and Melbourne. This illustrates the internal layout of the sleeping cars.

DINING CARS

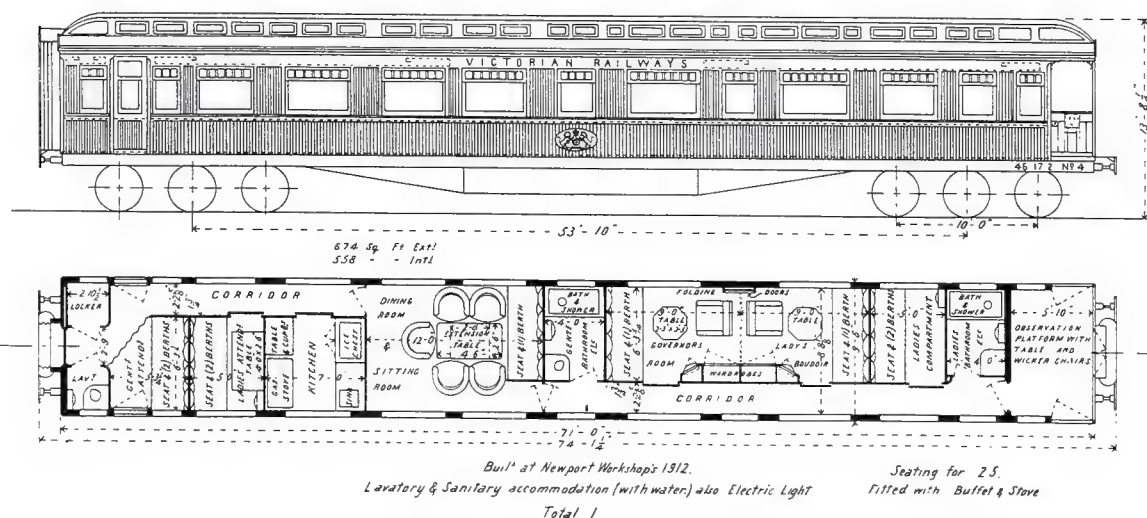
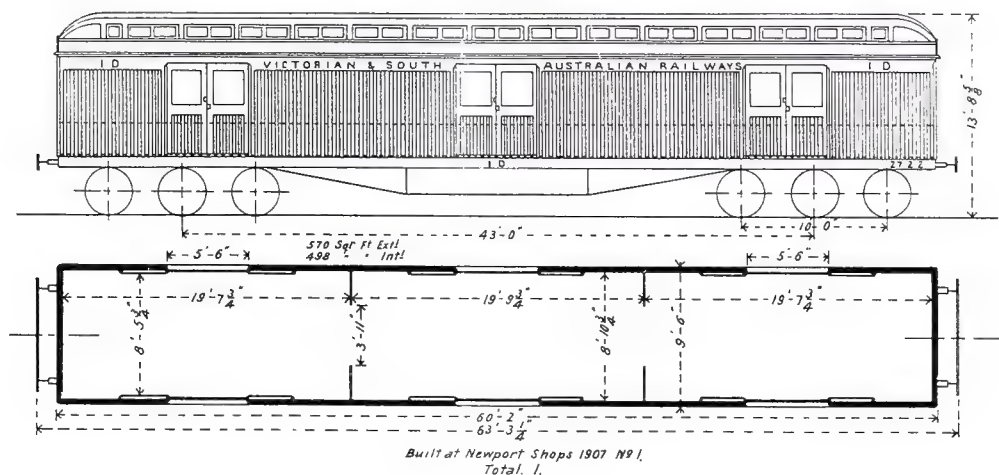
Number	Builder	Date in Service	Date Withdrawn	Notes
Goulburn	VR Newport	23 Nov. 1908	1994	Converted to a dining/shower/staff sleeping car at Newport W/S for use on Commissioners tour trains and other specials in April 1932. Stored at Ballarat between 1939 and 1945 during the Second World War. Overhauled in 1953 for use on the 1954 Royal Tour train by Queen Elizabeth II. <i>Goulburn</i> was repainted blue and gold as a part of this overhaul. The food preparation and heating equipment was converted from slow combustion to LP gas on 6 July 1970. Viewing windows were installed in one end of the car at Newport Workshops on 22 Dec. 1986. Outshopped from Newport W/S in a special light grey and white colour scheme on 24 Oct. 1988. Fitted with through HEP cables by Bendigo W/S in April 1991. Allocated to Steamrail in 1994.
Wimmera	VR Newport	14 Dec. 1908	2 June 1994	Outshopped as the Medical and Vision Test Car (the name <i>Wimmera</i> ceased to be used from this time) on 7 Oct. 1938 replacing an earlier vehicle. In mid-1955 the Medical and Vision Test Car made its first Statewide tour since the start of the 1939-1945 war. Rebuilt internally in 1959. Withdrawn from service in 1981 and replaced by a road based medical caravan. Restored to service to undertake medical and vision tests in lieu of the caravan in Aug. 1988 (the name <i>Wimmera</i> was restored at the same time). Last used to undertake medical and vision tests in 1992 when <i>Wimmera</i> visited Bendigo. Allocated to the ARHS museum and railed to Seymour for temporary storage within the SLSPG compound on 2 June 1994.
Campaspe	VR Newport	24 Dec. 1908	13 July 1983	Rebuilt with a combustion stove in lieu of the original Pintsch gas stove in 1925. Rostered to work as a buffet car on the <i>Albury Express</i> from Sept. 1937 until the first full length steel buffet car entered service on this train in Dec. 1938. Used in the Ambulance Train from 6 Feb. 1942 until the end of the Second World War, and stored from 1945 onwards. Internally altered in 1952 for use on the Breakdown Train. Fitted with automatic couplers in 1956. Allotted to the South Dynon Loco Depot breakdown train prior to Mar. 1974 and until sometime in 1980. Stored at Newport W/S from Dec. 1980. Transferred to the Historical Register on 13 July 1983 and allocated to the AFULE. Re-allocated to 707 Operations in approximately 1988 and transferred to Seymour during the year for storage within the SLSPG compound. Currently jointly allocated between the ARHS Museum and SLSPG.

PARLOR CARS

Number	Builder	Date in Service	Date Withdrawn	Notes
Yarra	VR Newport	31 Oct. 1906		Fitted in the 1920s with a telephone that was plugged into a line at Spencer Street when the carriage was standing at the platform. Ceased to be used in regular service with the introduction of the SOP in 1937. Placed into storage at Ballarat in 1940. Used in the rehearsals organised for the Royal Tour by Queen Elizabeth II in 1954. <i>Yarra</i> was restored back to service by the VR in late 1964 at the expense of the ARHS. ARHS members repainted the exterior of <i>Yarra</i> in the livery used during the First World War in 1972, and displayed the carriage with other rollingstock at the VR exhibition held at Spencer Street on 15-16 April 1972 to mark the 10th Anniversary of the opening of the standard gauge to Albury. Hauled to Bendigo by the <i>Great Northern Limited</i> on 21 Aug. 1975 for mechanical work to restore it to 70 mph (115 km/h) availability and a repaint at Bendigo North W/S. Outshopped in mid-Oct. 1975. Transferred to the Historical Register on 13 July 1983. Work was completed on the full restoration of <i>Yarra</i> by ARHS Museum, R707 Operations and Steam Age Australia personnel in 1986. A shakedown trip for the restored <i>Yarra</i> to Seymour and return was organised on Saturday, 15 Mar. 1986. Currently under the care of the SLSPG. The external mirrors above the windows were restored in 1996 by SLSPG.
Murray	VR Newport	19 Dec. 1906	April 1955	Fitted in the 1920s with a telephone that was plugged into a line at Spencer Street when the carriage was standing at the platform. Ceased to be used in regular service with the introduction of the SOP in 1937. The bogies and running gear were removed on 19 April 1955 and the body was grounded at North Melbourne Locomotive Depot to be used as a class room for Enginemen. The body was burnt in April 1963. A lead light window from <i>Murray</i> was saved and displayed at North Melbourne Wagon W/S after the body was burnt. The exact fate of this window is unknown.

VICE REGAL CAR

Number	Builder	Date in Service	Date Withdrawn	Notes
State No.4	VR Newport	8 May 1912		In 1949, State No.4 underwent a major refurbishment for the proposed Royal Tour by King George VI. This tour was cancelled owing to the illness of the King, and was to have been replaced by a tour by Princess Elizabeth and Prince Phillip in Mar. 1952 that would have used State No.4. This tour was also cancelled following the death of the King on 6 Feb. 1952. At the time, the Princess and Prince were flying out to Australia. For the 1954 tour by Queen Elizabeth II and the Duke of Edinburgh (as the Princess and Prince had now become following the death of the King), State No.4 was refurbished, externally repainted blue with yellow lines and redecorated. In addition, a safety glass screen was fitted to the rear of the observation deck. In 1967, State No.4 underwent special protective maintenance at Newport W/S. When not in use during this period it was stored inside Newport W/S covered by a special protective tarpaulin. Between 1954 and 1974, State No.4 was rarely used, except when it substituted for State No.5 on State Governor's specials. Early in 1974 it was vandalised, and required work to restore it to original condition. Other work undertaken at the same time consisted of: (i) A gateway was provided in the railing of the end platform to give access to adjoining carriages. This had become necessary with the demise of most country turntables. (ii) The protective glass installed for the 1954 Royal Tour was replaced by perspex. (iii) The canvas modesty covering fitted to the verandah was replaced by metal sheeting to reduce drafts. From 1974 onwards, State No.4 was used on VR Board Specials. It saw little use through the 1980s, and was stored at Newport W/S. It was transferred to Seymour in Dec. 1992 to be stored within the SLSPG compound. State No.4 has been used on a total of 8 Royal Tours, namely: May 1920 — Prince of Wales (later Edward VIII), April 1927 — Duke and Duchess of York (later King George VI) [a photo of State No.4 on this tour appears on p.215 of the Sept. 1974 issue of NEWSRAIL], Oct. 1934 — Duke of Gloucester, Feb. 1954 — Queen Elizabeth II and the Duke of Edinburgh, Dec. 1956 — Duke of Edinburgh, Mar. 1958 — Queen Mother, Sept. 1959 — Princess Alexandra, and April 1983 — Prince and Princess of Wales.

STATE
Nº 4V. & S. A. R. JOINT STOCK
D
MAIL BAGGAGE VAN
LOAD 20 TONS.

EEB CLASS VANS

Number	Builder	Date in Service	Date Withdrawn	Notes
1 EEB	VR Newport	23 Oct. 1907	1 Aug. 1923	V&SAR Joint Stock Bulk Mail Van. Recoded to 1 D in 1910. Destroyed in a derailment at Glenorchy on Wednesday, 11 July 1923.
2 EEB	VR Newport	21 Dec. 1907	27 Dec. 1929	VR Bulk Mail Van. Recoded 2 D in 1910. Transferred to V&SAR Joint Stock in 1924 to replace 1 D. Destroyed in a derailment at Callington, SA on Friday, 27 Dec. 1929.

EES CLASS VANS

Number	Builder	Date in Service	Date Withdrawn	Notes
1 EES	VR Newport	23 Oct. 1907	21 Dec. 1972	V&SAR Joint Stock Mail Sorting Van. Recoded to 1 DS in 1910. Converted to a Bulk Mail Van and recoded 3 D on 28 Mar. 1928. Last repainted at Islington W/S in Mar. 1962.
2 EES	VR Newport	24 Mar. 1908	21 Dec. 1972	V&SAR Joint Stock Mail Sorting Van. Recoded to 2 DS in 1910. Converted to a Bulk Mail Van and recoded 4 D on 28 Mar. 1928. Last repainted at Islington W/S in Jan. 1962.

Note: Travelling Post Office operations on the Melbourne - Adelaide line ceased on 28 June 1917.

CE CLASS VANS

Note: 1 CE to 16 CE originally entered service coded DVE. In 1910 the code was simplified to CE.

Number	Builder	Date in Service	Date Withdrawn	Notes
1 CE	VR Newport	28 Aug. 1906	21 Dec. 1972	Fitted with a fish compartment. Originally outshopped for VR service, but transferred to V&SAR Joint Stock sometime between 1907 and 1912. Fitted with automatic couplers in June 1936. Scrapped at Islington W/S.
2 CE	Herbert and party	30 Oct. 1906	21 Dec. 1972	Fitted with a fish compartment. Originally outshopped for VR service, but transferred to V&SAR Joint Stock sometime between 1907 and 1912. Fitted with automatic couplers in June 1936. Scrapped at Islington W/S.
3 CE	SAR Islington	5 Mar. 1908	21 Dec. 1972	Fitted with a fish compartment. V&SAR Joint Stock. Fitted with automatic couplers in June 1936. Scrapped at Islington W/S.
4 CE	SAR Islington	5 Mar. 1908	21 Dec. 1972	Fitted with a fish compartment. V&SAR Joint Stock. Fitted with automatic couplers in June 1936. Scrapped at Islington W/S.
5 CE	SAR Islington	12 Dec. 1907	28 June 1982	Originally outshopped as V&SAR Joint Stock, but transferred to the VR sometime between 1907 and 1912. Fitted with automatic couplers in Dec. 1957. To Bright Historical Society on 1 Oct. 1982.
6 CE	SAR Islington	12 Dec. 1907	30 June 1983	Originally outshopped as V&SAR Joint Stock, but transferred to the VR sometime between 1907 and 1912. Fitted with automatic couplers in Sept. 1954. Sold on 3 Aug. 1983 from Bendigo North W/S.
7 CE	VR Newport	3 Aug. 1908	28 June 1982	Sold on 9 Mar. 1983 to a buyer from Drouin. This body had been removed by April 1994.
8 CE	VR Newport	26 Aug. 1908	8 April 1982	Sold on 27 Aug. 1982 to a buyer from Hallam. Currently located at the Campbelltown Railway Park.
9 CE	Cheyne and party	15 Aug. 1908	6 April 1982	Scrapped at Bendigo North W/S on 24 May 1985.
10 CE	Marr and party	3 Mar. 1909	8 April 1982	Sold on 30 Aug. 1982 to a buyer from Officer.
11 CE	Marr and party	29 Oct. 1908	6 April 1984	Fitted out with bunks in two tiers for service on the Hospital Train during the 1914-1918 war. Altered sometime between 1926 and 1928 at Newport W/S to incorporate 2 coffin chambers transversely across one end of the van in lieu of the Guards compartment. The doorway in the vestibule was sealed, even though the concertina was retained. Sold on 27 July 1984 to a buyer from Dandenong.
12 CE	Cheyne and party	5 Feb. 1909	8 April 1982	Fitted with coffin chambers in the same way as 11 CE sometime between 1926 and 1928. Sold on 24 May 1982 from Newport W/S.
13 CE	Coleman and party	25 Nov. 1908	0 Feb. 1985	Fitted with coffin chambers in the same way as 11 CE sometime between 1926 and 1928. Transferred to the Historical Register. Allocated to Steamrail on 20 Feb. 1985. Sighted in the Steamrail compound at Newport on 27 Feb. 1996.
14 CE	Coleman and party	30 Jan. 1909	20 Nov. 1981	Fitted with coffin chambers in the same way as 11 CE sometime between 1926 and 1928. The coffin chamber was removed in Aug. 1957. Scrapped on 5 May 1982. 14 CE was the front van of the passenger train that ran into the back of a goods train at Lara on 21 Sept. 1981.
15 CE	Bell and party	11 Dec. 1908	1930	Destroyed at Seymour on 1 Jan. 1930.
15 CE (2nd)	VR Newport	1 July 1930	22 Aug. 1984	Built to replace the first 15 CE destroyed at Seymour in Jan. 1930. This van was apparently built new with steel panelling on its exterior. It was also equipped with telephone connections for use on Reso and Holiday Tour trains. Fitted with LP gas fired hot water heating units in the late 1970s for space heating. This was designed to avoid the use of footwarmers. Sold on 16 Oct. 1984 to a buyer from Gembrook.
16 CE	VR Newport	12 Mar. 1909	1983	Sold on 25 Mar. 1983 to a buyer from Drouin.
17 CE	VR Newport	16 Mar. 1911	3 Mar. 1983	Sold on 18 Mar. 1983 to a buyer from Narre Warren.
18 CE	VR Newport	24 Feb. 1911	Aug. 1984	Transferred to the Historical Register. Allocated to Steamrail.
19 CE	VR Newport	16 Mar. 1911	24 Sept. 1985	Stored at the Steamrail depot by 1989.
20 CE	VR Newport	24 Feb. 1911	28 June 1982	Sold on 2 Mar. 1983 to a buyer from Hanging Rock.
21 CE	VR Newport	11 April 1911	8 April 1982	Sold on 30 Aug. 1982 to a buyer from Officer.
22 CE	VR Newport	22 May 1911	20 Dec. 1977	Damaged beyond repair on 10 July 1976 in the Laverton accident. Scrapped at Newport W/S on 29 May 1978.
23 CE	VR Newport	10 Feb. 1911	18 Mar. 1983	Sold on 18 Mar. 1983 to a buyer from Beaconsfield.
24 CE	VR Newport	4 April 1911	29 Mar. 1984	Sold on 8 May 1984 to a buyer from Warrnambool.
25 CE	VR Newport	4 April 1911	30 June 1983	Scrapped at Bendigo North W/S on 20 Sept. 1983.
26 CE	SAR Islington	25 Oct. 1923	21 Dec. 1972	V&SAR Joint Stock. Scrapped at Islington W/S.
27 CE	SAR Islington	25 Oct. 1923	21 Dec. 1972	V&SAR Joint Stock. Scrapped at Islington W/S.
28 CE	VR Newport	19 Oct. 1923	28 June 1982	Scrapped on 8 July 1982.
29 CE	VR Newport	20 Nov. 1923	14 April 1984	Sold on 16 Oct. 1984 to a buyer from Gembrook.
30 CE	Barber and party	19 Oct. 1923	26 April 1983	Fitted in the 1970s with LP gas heating like 15 CE. Sold on 23 Aug. 1983 from Bendigo North W/S.

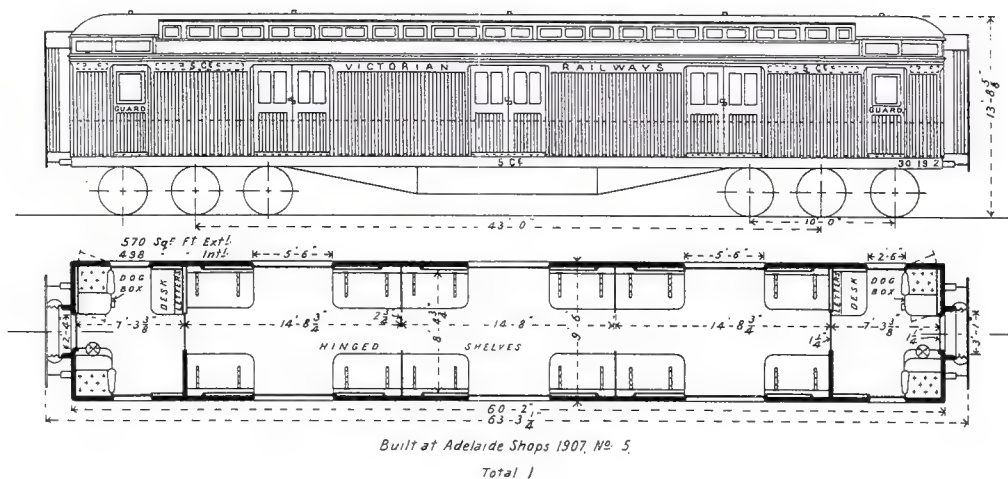
CE CLASS VANS (Continued)

Number	Builder	Date in Service	Date Withdrawn	Notes
31 CE	Barber and party	13 Nov. 1923	May 1985	Fitted in the 1970s with LP gas heating like 15 CE. Allocated to Steamrail.
32 CE	McCann and party	30 Nov. 1923	28 June 1982	Fitted in the 1970s with LP gas heating like 15 CE. Sold on 10 Aug. 1982.
33 CE	Barber and party	16 Dec. 1924	Nov. 1984	Fitted in the 1970s with LP gas heating like 15 CE. Painted tangerine and silver, and fitted with N car style tubular rubber vestibule connections in 1982 (the only CE painted in VicRail orange). Sold on 9 Nov. 1984 to a buyer from Gembrook.
34 CE	Barber and party	16 Dec. 1924	1977	Painted blue with yellow bands in 1954 for use on the Royal Train run for Queen Elizabeth II. It was the first blue painted CE and was regularly rostered after the Royal Tour on the Albury Express, or as a relief van on the SOP in the 1950s. Noted as running on 4 wheel bogies in 1968. Scrapped on 4 May 1977.
35 CE	Barber and party	19 Dec. 1924	6 April 1984	Converted to 1 VHE in Mar. 1962 for use on the standard gauge. Converted back to 35 CE for broad gauge service on 19 June 1969. Scrapped on 24 May 1984.
36 CE	Underwood and party	23 Dec. 1924	15 Mar. 1983	Sold on 15 Mar. 1983 to a buyer from Yea.
37 CE	Underwood and party	23 Dec. 1924	14 Aug. 1984	Fitted with 2 diesel fuel fired heating units for space heating in 1978. Sold on 16 Oct. 1984 to a buyer from Gembrook.

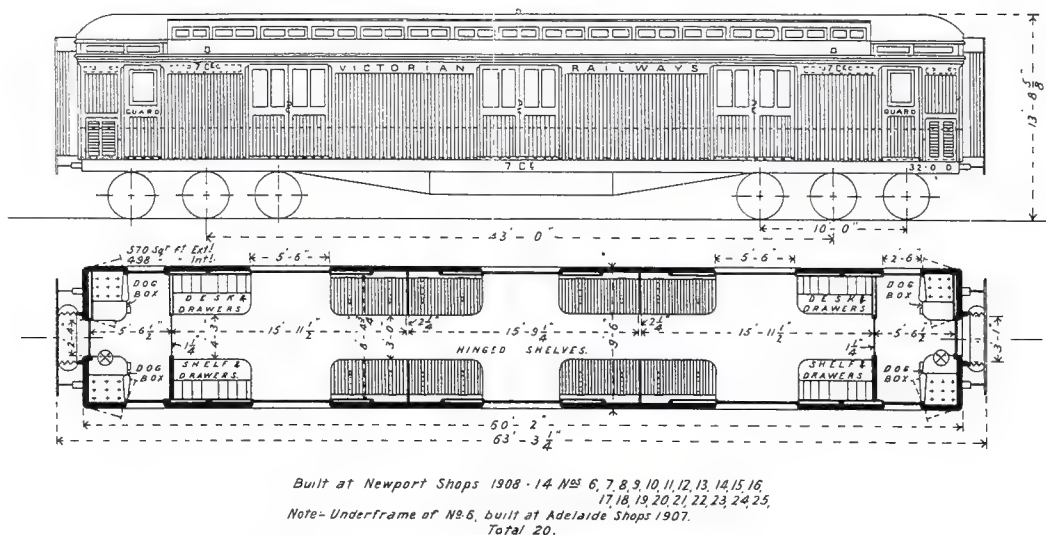
The following CE vans are known to have been painted blue with yellow lines (year painted, if known, is in brackets):

8 CE, 13 CE, 14 CE, 15 CE (2nd), 17 CE [1957], 18 CE [1959], 19 CE [1960], 20 CE, 21 CE, 22 CE, 23 CE, 28 CE, 29 CE, 32 CE, 34 CE [1954], 35 CE [1957], 36 CE [1957] and 37 CE.

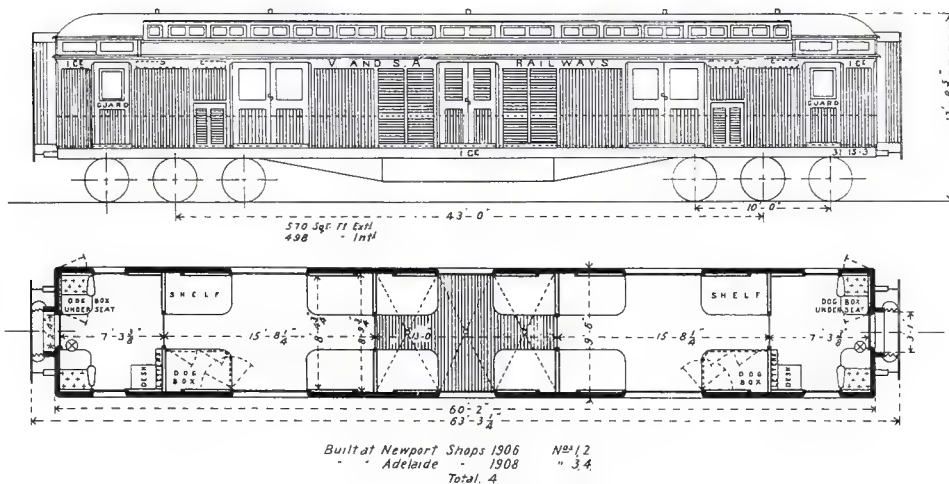
CE
LOAD 12 TONS.



CE
LOAD 12 TONS.



V. & S.A.R. JOINT STOCK.
CE
LOAD 12 TONS
FITTED WITH FISH COMPARTMENT.



ADDITIONAL NOTES

9. Airconditioning was first experimented with in the United States in 1927, and in 1930 it became available on regularly scheduled services in that country. On 24 May 1931 the world's first fully airconditioned train went into service on the Baltimore and Ohio Railroad between Washington and New York, and by 1941 there were over 12,000 airconditioned passenger carriages in service in the United States.
The VR claim that 36 AE was the first airconditioned carriage in the British Empire appears to be correct if it is defined as the first airconditioned country sitting carriage. Other airconditioned cars did enter service in the same year within the Empire, but were not sitting cars, namely:
 - (i) London Passenger Transport Board fitted a 1927 type tube car (No. 7195) with airconditioning in early 1935. Apparently this equipment was removed after only a short period of use.
 - (ii) The Canadian Pacific Railway outshopped sleeping car *Sturgeon Falls* with airconditioning in 1935 (exact date unknown).
 - (iii) The Great Western Railway of the UK outshopped two airconditioned buffet cars (Nos. 9640 and 9642) from their Swindon Works on 21 December 1935.
10. From 12 April 1976 to 30 June 1983, the VR used VicRail as a trading name. The VicRail name appeared in *VR Newsletters* from May 1975, but was not officially launched until 12 April 1976.

ACKNOWLEDGEMENTS

The authors would like to thank Colin Kemp of the PTC Photographic Unit, Stuart Turnbull and Ross Willson for their help in the preparation of this article.

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OPERATIONS

An overview of recent sightings and observations

GENERAL

WESTERN STANDARD GAUGE

LINE: Set out in Table 1 is a list of standard gauge trains and their scheduled time at Tottenham B Box as per the most recent MTP. Scheduled time at Gheringhap is bracketed.

NORTH EASTERN STANDARD GAUGE LINE:

Set out in Table 2 is a list of standard gauge trains and their time at Wallan (bracketed), as per the most recent MTP.

SEYMOUR - SHEPPARTON -

TOCUMWAL: Alterations to the train running schedule:

02 30 (9351) (M-F) Dynon -

Tocumwal superfreighter: Conveys Mooroopna and Tocumwal Intermodal. Seymour 04 45; Shepparton 06 15 - 06 30; Tocumwal 07 40.

10 00 (M-F) 9352 Tocumwal -

Dynon superfreighter: Conveys Dynon Intermodal ex-Tocumwal and Mooroopna and loaded grain hoppers. Shepparton 11 20 - 11 40; Seymour 13 41 - 13 45; Dynon 15 50.

22 30 (M-Th) 22 45 (Sun) (9353)

Dynon - Tocumwal superfreighter: Conveys Mooroopna and Tocumwal Intermodal, fertiliser for Congupna and grain as arranged. Seymour 01 30 (M-F); Shepparton 03 45 - 03 50; Tocumwal 05 30.

17 20 (M-F) (9354) Tocumwal -

Melbourne Freight Terminal superfreighter: Conveys Dynon Intermodal ex-Tocumwal and Mooroopna, grain between Tocumwal and Shepparton as arranged. This grain comes off at Shepparton and is attached to 9358. Shepparton 18 40 - 18 45; Seymour 21 05 - 21 25; Melbourne 23 30.

20 20 (M-F) (9357) Melbourne

Freight Terminal - Shepparton goods: Conveys loaded petroleum tankers, Kyabram fertiliser, grain, SPC Intermodal and Fast Track. Connects off Fyansford - Arden Street block cement (9272) which also conveys BP, Shell and Ampol petroleum tankers. Seymour 03 50 (Tu-Sa); Shepparton 05 25.

21 25 (M-F) 9358 Shepparton -

Melbourne Freight Terminal goods: Conveys empty petroleum wagons,

TABLE 1:

Western standard gauge line - trains and schedules

00 39	(02 04)	9721	*MA2 goods	Tue						
00 39	(02 30)	9721	*MA2 goods	Wed						
00 39	(02 04)	9713	*MP6 s/f	Thu						
00 39	(02 30)	9713	*MP6 s/f	Sat						
00 39	(02 32)	9713	*MP6 s/f	Fri						
01 28	(00 06)	9752	1PM9 s/van (SCT)	Mon						
02 21	(01 00)	9792	Dimboola s/f	Mon	Tue	Wed	Thu	Fri		
02 24	(03 50)	9721	*MA2 goods	Thu						
02 24	(04 01)	9721	*MA2 goods	Fri	Sun					
04 06	(02 30)	9716	*PM6 T/Rail	Fri	Mon					
05 04	(03 42)	9712	*PM5 s/f	Tue	Fri					
05 32	(04 10)	9712	*PM5 s/f	Mon	Wed	Thu				
05 40	(04 10)	9712	*PM5 s/f	Sat						
07 34	(06 28)	8702	Overland	Sun	Mon	Tue	Wed	Thu	Fri	Sat
08 10	(06 02)	9754	*PM4 s/f (TNT)	Tue	Thu	Fri				
09 40	(08 16)	9702	*AM5 s/f	Mon	Tue	Wed	Thu	Fri	Sat	Sun
09 58	(11 23)	9801	*NP2 goods ex-Albury	Mon	Tue	Wed	Sat	Sun		
09 58	(11 29)	9801	*NP2 goods ex-Albury	Thu	Fri					
11 24	(09 40)	9714	*PM6 s/f	Mon	Tue	Thu	Fri			
13 02	(11 30)	9752	*PM9 s/van (SCT)	Thu						
14 02	(12 35)	9722	*AM2 s/f	Tue	Wed	Thu	Fri	Sat		
17 24	(16 02)	9804	*YB4 goods	Sun						
17 28	(16 06)	9804	*YB4 goods	Mon	Tue					
17 36	(16 14)	9804	*YB4 goods	Wed	Thu	Fri	Sat			
18 06	(19 31)	9753	*MP4 s/f (TNT)	Tue	Thu	Fri				
18 56	(20 21)	9701	*MA5 s/f	Mon	Tue	Wed	Thu	Fri	Sat	Sun
19 27	(20 55)	9751	*MP9 s/van (SCT)	Tue	Fri					
20 36	(21 50)	8701	Overland	Sun	Mon	Tue	Wed	Thu	Fri	Sat
21 31	(22 56)	9711	*MP5 s/f	Mon	Tue	Wed	Thu	Fri	Sat	Sun
22 53	(00 18)	9791	Dimboola s/f	Mon	Tue	Wed	Thu	Fri		
23 29	(00 53)	9715	*MP7 T/Rail	Tue	Fri					

TABLE 2:

North eastern standard gauge line - trains and schedules

00 24	3247	*BM5 s/f ex-Albury	(03 25)	Wed	Thu	Fri	Sat			
02 47	3247	6BM5 s/f ex-Albury	(05 52)	Sun						
03 27	3175	*SM5 s/f ex-Albury	(06 59)	Tue	Wed	Thu	Fri	Sat		
03 54	8612	ST1/XPT	(06 18)	Sun	Mon	Tue	Wed	Thu	Fri	Sat
04 08	3175	*SM5 s/f ex-Albury	(07 13)	Sun	Mon					
04 13	3177	*SM7 s/f ex-Albury	(07 19)	Tue	Wed	Thu	Fri	Sat		
05 55	3177	7MS7 goods ex-Albury	(09 14)	Sun						
06 15	9691	Bandiana goods	(07 43)	Mon	Tue	Wed	Thu	Fri		
08 30	8611	ST4 XPT	(09 11)	Sun	Mon	Tue	Wed	Thu	Fri	Sat
10 00	3508	*WM3 goods ex-Albury	(14 22)	Mon	Tue	Wed	Thu	Fri		
10 30	3508	*WM3 goods ex-Albury	(14 22)	Sat	Sun					
11 45	3308	*MW2 goods	(12 49)	Mon	Tue	Wed	Thu	Fri	Sat	Sun
12 40	9692	Bandiana goods	(17 04)	Mon	Tue	Wed	Thu	Fri		
13 55	3112	*MB2 s/f	(14 51)	Mon	Wed	Fri				
14 25	3194	1MS4 s/f	(15 21)	Sun						
15 30	8622	ST3 XPT	(17 51)	Sun	Mon	Tue	Wed	Thu	Fri	Sat
16 15	3294	7MS4 s/f	(17 11)	Sat						
16 50	3194	*MS4 s/f	(17 53)†	Mon	Tue	Wed	Thu	Fri		
17 40	3210	7MB4 goods	(18 51)	Sat						
17 55	3210	*MS6 s/f	(18 51)	Mon	Tue	Wed	Thu	Fri		
18 55	3110	*MB4 s/f	(19 51)	Mon	Tue	Wed	Thu	Fri		
19 00	3296	7MS6 s/f	(19 56)	Sat						
20 05	8621	ST2 XPT	(20 46)	Sun	Mon	Tue	Wed	Thu	Fri	Sat
20 40	9804	*YB4 goods	(21 48)	Mon	Tue	Wed	Thu	Fri	Sat	Sun
21 00	3249	*BM3 s/f ex-Albury	(01 24)	Tue	Thu					
21 00	3249	7BM3 s/f ex-Albury	(00 18)	Sun						
21 03	3249	6BM3 s/f ex-Albury	(01 25)	Sat						
22 30	9802	*NP2 goods ex-Albury	(02 16)	Mon	Tue	Wed	Thu	Fri		
22 30	9801	1NP2 goods ex-Albury	(02 03)	Sun						
23 20	9801	7NP2 goods ex-Albury	(02 40)	Sat						

† cross 8622

OPERATIONS



H2 hauls a six car Comeng set near Castlemaine on Fri.2.8.96 after overhaul at Bendigo North workshops *Stuart Turnbull*

empty fertiliser ex-Kyabram, grain, SPC Intermodal and Fast Track. Connects to Melbourne Freight Terminal - North Geelong Yard goods (9271). Seymour 22 48 - 22 50; Melbourne 02 40.

A 13 00 (9356) goods runs from Shepparton to Mooroopna Monday to Friday, conveying Intermodal ex-Dynon for Mooroopna. It arrives at 13 10 and returns as a light engine movement (0355) 13 25 - 13 35.

ELECTRIC TRAINS TO NORTH BENDIGO WORKSHOPS:

Tues.25.6: Comeng 338M-1092T-484M-275M-1094T-376M.
Tues.2.7: Comeng 549M-1125T-550M-517M-1109T-698M.
Fri.5.7: Comeng 338M-1092T-484M-490M-1095T-509M.
Fri.12.7: Comeng 517M-1109T-698M-513M-1008T-514M attached to Hitachi unit 36M-1979T-37M.
Fri.19.7: Comeng 333M-1017T-334M-537M-1119T-538M.
Fri.26.7: Comeng 305M-1003T-306M-505M-1103T-506M.

ELECTRIC TRAINS EX-NORTH BENDIGO WORKSHOPS:

Tues.25.6: Comeng 461M-1081T-462M.
Tues.2.7: Comeng 320M-1107T-425M-307M-1004T-308M-479M-1090T-480M.
Fri.5.7: Comeng 317M-1009T-318M-582M-1145T-651M.
Fri.12.7: Comeng 325M-1013T-326M-535M-1118T-536M.

Fri.19.7: Comeng 375M-1094T-488M-549T-1125M-550M.

Fri.26.7: Comeng 338M-1092T-484M-490M-1095T-509M.

ELECTRIC TRAINS TO BALLARAT WORKSHOPS:

Tues.9.7: Hitachi 73M-1988T-207M.

ELECTRIC TRAINS EX-BALLARAT WORKSHOPS:

Tues.9.7: Hitachi 189M-1985T-192M.

EM 100 RECORDING PROGRAMME:

Mon.24.6: Spencer Street - Tocumwal - Strathmerton - Cobram.
Tues.25.6: Shepparton - Dookie - Seymour - Benalla.
Wed.26.6: Benalla - Oaklands - Benalla - Albury. Seymour - Craigieburn.
Fri.28.6: Echuca - Barnes - Echuca.
Wed.10.7: Spencer Street - Albury (S/G). Returned to Seymour recording crossing loops only.
Thurs.11.7: Seymour - Spencer Street (S/G) recording crossing loops only.
Mon.15.7: Tottenham Loop - Dimboola.
Tues.16.7: Dimboola - South Australian border. Wolseley - Dimboola, recording crossing loops only. Dimboola - Yaapeet.
Wed.17.7: Dimboola - Murtoa, recording crossing loops only, Murtoa - Hopetoun. Hopetoun - Ararat, recording crossing loops only.

Thurs.18.7: Ararat - Dunolly. Ararat - Portland. Portland - Spencer Street, recording crossing loops only.

DRIVER ONLY PROJECT: On Mon.8.7 a G class loco proceeded between Portland - Ararat - Horsham - Pimpinio Loop - Dimboola for signal sighting purposes, returning on the reverse for the same reason the following day.

CLEARANCE TESTING: On Tues.9.7, T409 proceeded between Maryborough - Manangatang in order to test all the sidings in between.

The following day the loco proceeded from Manangatang - Robinvale - Maryborough for the same purpose.

On Thurs.11.7 it proceeded between Maryborough - Castlemaine - Maryborough - Ballarat - Maryborough testing all sidings and loops.

The loco operated at a nominal speed of 40 km/h but could travel at higher speeds where conditions permitted. Tests were conducted in both directions.

DISPLAY: On Sat.13.7 and Sun.14.7 a CLP locomotive and 11 AN passenger cars were on display at Spencer Street platform 2.

SPRINTERS: The first Ballarat service to be run by a Sprinter was the 18 50 down pass. on Sat.29.6. This was followed by the 17 00 and 19 15 down services on the next day. These moves positioned the railcars for the resumption of full operation.

On Mon.1.7 all Ballarat Sprinter services was restored, including the Melton shuttle, to the same level as existed at the beginning of February prior to the restrictions.

SOUTH WEST — Geelong - Warrnambool - Cressy - Portland - Ararat

WEST COAST RAILWAY: Buffet car 229BRS was painted in the company livery in May this year. This is the third of the company's regular passenger carriages to be so painted, the others being 252ACZ and 269BZ. Ex SAR cars 711BK and 714BK also wear the blue white and yellow livery but these are primarily used for excursions.

OPERATIONS

Warrnambool MLA, Mr J McGrath, has requested an investigation into the cause of delays to the rail service. WCR claim factors beyond their control, including track repair and lack of PTC co-operation, are the cause of many of the delays. A PTC spokesman said there had been good co-operation between the two organisations.

Following problems with the underbody carriage generators, it has been announced that it is planned to install a generator in the van of each train in order to provide lighting and air-conditioning.

The recent school holidays saw good passenger numbers travelling to Warrnambool to view the whales at Logans Beach. 1500 passengers booked tours, which included buses to view the whales and other local attractions.

GHERINGHAP:

Sightings of interest: Scheduled times at Gheringhap bracketed:

Grain trains:

9121: (15 46)

Tues.18.6: G531-A77-46 wagons at 17 10.

Thurs.20.6: G513-A77-15 wagons at 15 10.

Mon.24.6: G528-A79-48 wagons at 17 31.

Fri.28.6: G516-G532-A79-42 wagons at 15 53.

9122: (05 41)

Thurs.20.6: G516-G513-G511-26 wagons at 05 20

9123: (17 24)

Sat.22.6: G513-G511-G528-41 wagons at 14 50.

9139 Corio - Mildura goods (14 10):

Wed.19.6: X43-G516-A70-G526-19 wagons at 19 58.

Fri.21.6: G511-G514-X41-22 wagons at 14 36.

GHERINGHAP:

Train frequency:

Week Ending:	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
23 June	20	28	24	27	31	21	6	157
30 June	19	26	23	24	26	14	8	140
7 July	17	25	25	30	32	18	8	155
14 July	15	27	24	26	28	18	7	145
21 July	16	26	21	24	27	15	8	137
Totals:	87	132	117	131	144	86	37	734



8031, the second of its class to come to Melbourne for crew training is stabled at South Dynon depot alongside H1. Sun.11.8.96 *Darren Wood*

Mon.24.6: G526-G515-X42-34 wagons at 15 46.

Wed.26.6: G528-X42-A70-50 wagons at 17 26.

Thurs.27.6: G513-A60-X34-27 wagons at 14 04.

Fri.28.6: G515-G531-X37-44 wagons at 14 13.

9151 Dynon - Mildura goods (23 40):

Tues.18.6: X44-T363 (WCR)-34 wagons at 22 17.

Thurs.20.6: X-39 wagons (including 2xWCR carriages) at 22 16.

Tues.25.6: X41-X36-18 wagons at 21 39.

Thurs.27.6: G534-T378 (light loco) at 21 00.

Fri.28.6: G511-B61 (WCR)-30 wagons at 22 35.

9152 Ouyen - Dynon goods (02 50):

Wed.26.6: G-X37-X32-33 wagons at 03 24. 7 gypsum off.

Thurs.27.6: G534-X34-X41-44 wagons at 02 36. 3 gypsum off.

Fri.28.6: G528-G511-38 wagons at 01 05. 2 gypsum off.

Sat.29.6: G513-G534-S311(WCR) 20 wagons at 01 18. 5 gypsum off.

Standard gauge:

9701:

Mon.17.6: BL-C-C 50+ wagons at 20 46.

Tues.25.6: BL28-442s1-51 wagons at 20 47.

9702:

Thurs.20.6: BL30-442s1-C501-52 wagons at 08 56.

9711:

Thurs.20.6: BL27-442s1-42 wagons at 22 40.

Mon.24.6: C503-442s2-40 wagons at 23 16.

9713:

Sat.22.6: BL32-442s2-30 wagons at 07 05.

Sat.29.6: BL-GM42-35 wagons at 03 26.

9714:

Fri.21.6: BL35-442s2-46 wagons at 12 33.

Mon.24.6: BL30-442s2-C503-BL27-36 wagons at 09 25.

9751:

Tues.18.6: G533-G536-28 wagons at 21 21.

Fri.21.6: G533-G536-34 wagons at 21 21.

Tues.25.6: G541-G536-17 wagons at 21 13.

Fri.28.6: G529-G536-33 wagons at 21 57.

OPERATIONS

9753: Operates Tuesday, Thursday and Friday from Dynon to Perth. Conveys TNT Express Intermodal. Profile: 522 m - 1550 t.

Fri.21.6: CLF1-25 wagons at 19 59.

Tues.25.6: CLF1-25 wagons at 20 15.

Thurs.27.6: CLF1-25 wagons at 19 30.

Fri.28.6: CLF7-25 wagons at 20 51.

9754: Operates Monday, Wednesday and Thursday from Perth to Dynon. Conveys TNT Express Intermodal. Profile: 522 m - 1450 t.

Fri.21.6: CLF1-20 wagons at 06 56.

Thurs.27.6: CLF1-25 wagons at 06 53.

Fri.28.6: CLF7-25 wagons at 06 42.

9791:

Thurs.20.6: G539-T399-X40-20 wagons at 00 34.

9801:

Sun.23.6: BL32-442s1-21 wagons at 12 29.

Sat.29.6: BL33-442s2-6 wagons at 12 06.

9804:

Tues.18.6: BL-C502-BL-53 wagons at 18 18.

Sat.22.6: BL-442s1-31 wagons at 17 14.

Wed.26.6: BL26-C502-C506-42 wagons at 17 50.

Thurs.27.6: BL35-C507-C503-43 wagons at 20 30.

Fri.28.6: BL-442s1-GM42-59 wagons at 18 58.

NORTH WEST - Mildura

MILDURA: Y165 was the last of its class rostered for yard and sidings pilot at Mildura.

From the beginning of July first series X class have taken over the shunting duties. These duties have so far been limited to X34 and X37 which have had their independent brake modified to the B7 type. Eventually all of the class will be so modified to enable them to shunt safely.

A new type of container has been introduced on the Mildura service. Manufactured by Doric Engineering, Devonport, Tasmania, they have outward opening and folding side doors and are now a familiar sight after their introduction on Fri.7.6.

West Coast Railway and Steamrail Ballarat ran a special to Mildura for the Queen's Birthday weekend. T369-T363-291CP-ACZ252-BRS229-BRS223-BK711 arrived during the afternoon of Sat.8.6. On the following morning they ran a trip to Yelta and during the rest of the day four trips were run to Red Cliffs and return. Departure for home was at 09 00 on Monday.

A70, a rare visitor, was noted at Mildura on Thurs.13.6. This loco and G516 hauled the 12 05 (9139) Corio - Mildura goods on Wed.12.6.

NORTH - Swan Hill - Echuca BENDIGO:

Loco depot visits:

Sun.30.6: A70, G513, G531, N458, P11, S301, S306, S307, X34, Y118.

Sun.7.7: A81, G526, N463, P20, S301, S306, S307, S310, X36, Y118.

Sun.14.7: A78, N473, P13, S301, S306, S307, S310, X32, Y118.

Sun.21.7: A62, N453, P13, S301, S306, S307, S310, X33, Y118.

19 00 (9081) (M-F) Maryborough - Swan Hill goods: At Bendigo 21 20

- 02 30; Kerang 04 55 - 05 20; Swan Hill 06 15. Conveys Fast Track,

petroleum, beer, general, empty grain and departmental loading as

required. Connects off 9139 (12 05 Corio - Mildura goods) and 9083

(Tottenham Yard - Deniliquin goods). Profile: 170 m - 600 t.

Fri.12.7: A78-4 tanks arrived 21 14.

Mon.15.7: A81-4 wagons-4 tanks arrived 20 55.

Tues.16.7: A78-5 tanks-1 wagon arrived 20 52.

Wed.17.7: A62-11 tanks-1 wagon arrived 19 00.

Thurs.18.7: A78-7 tanks arrived 20 58.

Fri.19.7: A62-16 wagons arrived 21 19.

Grain trains:

Mon.1.7: G531-G512-A66-39 hoppers-9 tanks (9121) arrived 21 22.

A66-H2 depart Colac with an empty ballast train for North Geelong yard on Sun.14.7.96 *Darren Wood*



OPERATIONS



A three-car Comeng set stands at Broadmeadows station on the evening of Thurs.18.7.96. This station has been recently upgraded by Met Trains to a 'Premium Station' which includes new signage and fencing *Steve Munro*

Tues.2.7: G516-A79-louvre van-16 hoppers (9121) arrived 21 20.

Thurs.4.7: G516-A79-34 hoppers-4 tanks (9121) arrived 21 06. X43-G526-32 hoppers (9126) departed 21 37.

Fri.5.7: G526-A81-29 hoppers-8 tanks (9121) arrived 21 05. X43-G516-30 hoppers(9126) departed 21 50.

Mon.8.7: G534-G511-A78-17 hoppers-louvre-6 tanks (9121) arrived 21 35.

Tues.9.7: G532-G513-A81-39 hoppers-2 tanks (9121) arrived 21 11.

Wed.10.7: G531-A78-10 hoppers-3 tanks-louvre(9121) arrived 21 00.

Grain trains normally convey up to 40 grain hoppers but 9121 seems to be utilised for petroleum traffic as well, as BP Bendigo is now receiving daily delivery by rail, with up to eight tanks stored in the yard waiting to be unloaded. Ampol are also receiving eight to ten tanks per week.

14 50 (M-Th) 13 40 (F) (9280) Swan Hill - Corio goods: At Bendigo 17 15 - 19 20 Friday and 18 30 - 19 20 Monday to Thursday.

Mon.1.7: A79-X41-T379-T374-23 wagons-10 tanks departed 19 14.

Wed.3.7: P19-9 wagons-4 tanks departed 19 41.

Thurs.4.7: P23-7 wagons-9 tanks departed 19 38.

Fri.5.7: P17-8 wagons-6 tanks departed 19 45.

Mon.8.7: A81-10 wagons-5 tanks departed 20 16.

Tues.9.7: A78-10 wagons-7 tanks departed 19 47.

Wed.10.7: X41-A81-15 wagons-12 tanks departed 21 22.

Thurs.11.7: A78-12 wagons-8 tanks departed 20 37.

Fri.12.7: A81-5 wagons-2 tanks departed 19 02.

Mon.15.7: A78-11 wagons-6 tanks departed 19 51.

Tues.16.7: A81-P20-A62-26 wagons-7 tanks departed 19 15.

Wed.17.7: A78-P16-19 wagons-6 tanks departed 19 03.

Thurs.18.7: A62-11 wagons-11 tanks departed 19 03.

14 50 (9084) Deniliquin - Melbourne goods: At Bendigo 19 35 - 20 30.

Tues.2.7: X36-P18-21 wagons departed 19 40. Left Echuca as X36-P18-22 wagons at 16 28.

Wed.3.7: A79-X33-25 wagons departed 20 41.

Thurs.4.7: A81-X36-T371-34 wagons departed 20 40.

Fri.5.7: A79-X41-26 wagons departed 20 49.

Mon.8.7: N475-X36-P20-36 wagons departed 21 00.

Tues.9.7: N467-X41-P14-35 wagons departed 21 00. Left Echuca as X41-P14-40 wagons at 16 43.

Wed.10.7: X43-X31-P21-34 wagons departed 22 05.

Thurs.11.7: X32-P20-T392-28 wagons departed 21 19. Left Echuca as X32-P20-33 wagons at 16 45.

Fri.12.7: X41-X42-P17-28 wagons departed 19 54. Left Echuca as X42-P17-22 wagons at 16 40.

Tues.16.7: A71-X43-P12-20 wagons departed 20 15. Left Echuca as P12-7 wagons at 15 35.

Wed.17.7: X33-X42-27 wagons-1 tank departed 20 14.

Thurs.18.7: X31-P19-P20-28 wagons departed 20 47. Left Echuca as X31-P19-28 wagons at 16 10.

Fri.19.7: A78-X42-P12-33 wagons-4 tanks departed 19 21.

ECHUCA - MOULAMEIN: A 38 man team is currently replacing 45 000 worn sleepers, at the rate of 1200 per day, along the 130 km of track between the two centres.

ROAD TRANSFERABLE

LOCOMOTIVE: By mid-July, the RTL had completed a three week trial in the Echuca area. The test involved transporting and shunting freight in the Echuca rail yard and selecting on and off-rail points. It was also tested hauling rice from Deniliquin and Moulamein.

On Mon.1.7 RTL1-T374-7xVZMF hoppers departed on the Toolamba line at 12 35. The RTL was back in the loco shed compound the next day and on Wed.3.7 it and an X class loco left on the Moulamein line.

On Thurs.4.7 RTL1-11xVQRF container flats-P23 departed for Deniliquin on 9083 at 07 28. RTL1-2xVZTX sleeper wagons-12xVZSX sleeper wagons returned at 13 27.

ECHUCA:

Grain trains:

Sat.22.6: G526-23xVHGF (9124) arrived ex-Deniliquin at 17 02.

Sun.23.6: G-G-22xVHGF (9122) arrived ex-Deniliquin at 17 21.

06 30(9067) Echuca - Moulamein goods and return 11 05 (9068), the return arriving at 15 00:

Thurs.4.7: X36-22xVHGF (9068) arrived 15 43.

Fri.12.7: X42-25xVHGF (9067) departed 06 40, returning as X42-18xVHGF at 13 50.

Mon.15.7: X32 (9067) departed at 06 20, returning at 19 35.

Tues.16.7: X43-14xVHGF (9068) arrived at 13 58.

WORKS

A round-up of News, Tenders and items from the Weekly Operational Notices

WEEKLY NOTICES

BALLAN: Between Fri.14.6 and Sun.16.6 the signalling and associated interlocking were abolished.

The automatic and track control single line section became Bank Box Loop - Bungaree Loop. WON 25/96.

BALLARAT: Authority has been granted for a bank locomotive to be attached to the rear of up goods trains proceeding towards Warrenheip or Bungaree Loops when circumstances so require. WON 26/96.

COBURG: On Fri.5.7 the down starting signal post 48 was removed. WON 27/96.

FLINDERS STREET: From Sat.6.7 alterations have been made to the overhead wiring in preparation for the demolition of the Gas and Fuel building. WON 28/96.

PINNAROO LINE: As from Thurs.27.6 this line was closed to traffic beyond the state border and baulks were placed across the line at a point about 2.5km on the down side of Panitya. A board with the wording **LINE CLOSED AT BORDER — BAULKS PROVIDED** was erected 100 metres before the baulks. WON 27/96.

SPOTSWOOD: On Sun.16.6 switch-out facilities were provided.

SULKY LOOP: On Tues.4.6 a repeating signal was provided in order to repeat the indication of the down end trailable points banner. WON 25/96.

TRAFALGAR: Between Sat.22.6 and Sun.23.6 boom barriers were commissioned at the Lock Creek Road level crossing between Trafalgar and Moe (121.288 km).

On Sun.23.6 the boom barriers at the Summerville Road level crossing were disconnected. WON 26/96.

WEBB DOCK: Services have been suspended. Trains are not permitted to operate on the line unless especially authorised. WON 25/96.

WODONGA: On Mon.1.7 the electric staff system between Wodonga A Box - Wodonga Coal Sidings and Wodonga Livestock Siding was abolished.

The train staff and ticket system was instituted between the Wodonga coal Sidings and Wodonga Livestock Sidings. Broad gauge access to the livestock sidings is no longer available and signal post 102 has been secured at the stop position. WON 27/96.

YARRAVILLE: On Sun.30.6 the manually controlled boom barriers at the Anderson Street level crossing were converted to fully automatic operation. The signal frame was abolished and all controlled automatic and home signals were converted to full automatic operation. WON 26/96.

WAGONS: NGKF and NGPF grain hopper wagons are authorised to operate within Victoria. They have a capacity of 60 tonnes and although having a wider body than most of the type they are still within the loading gauge.

WQTY container flat wagons with a capacity of 56 tonnes are authorised to operate within Victoria. When loaded to the maximum 80 tonnes gross they are restricted to 80 km/h. WON 27/96.

DUNOLLY: Mr G Lowe visited the area recently and has advised the following:

The dead-end extension of the standard gauge loop at the down end is not a storage track as referred to on p.220 of the July issue.

It is merely the dead-end of the standard gauge trackage. Down grain trains to Dunolly from Ararat arrive via

the dual-gauge line from Maryborough and pass via the dual-gauge points at the Emu Creek bridge into the standard gauge siding 'B' and proceed through the silo loading area.

After loading, the locomotives are uncoupled and run around the train by way of the dead-end extension in question and then back along the dual-gauge down loop line before returning via the fixed turnout in the vicinity of the standard gauge loading point.

The diagram indicates that there is no storage trackage for standard gauge, unlike the various sidings provided for the broad gauge. At best the extension would only hold two grain hoppers.

Trains have tended to average 15 x VHGX hoppers, hauled for the most part by a X-T combination.

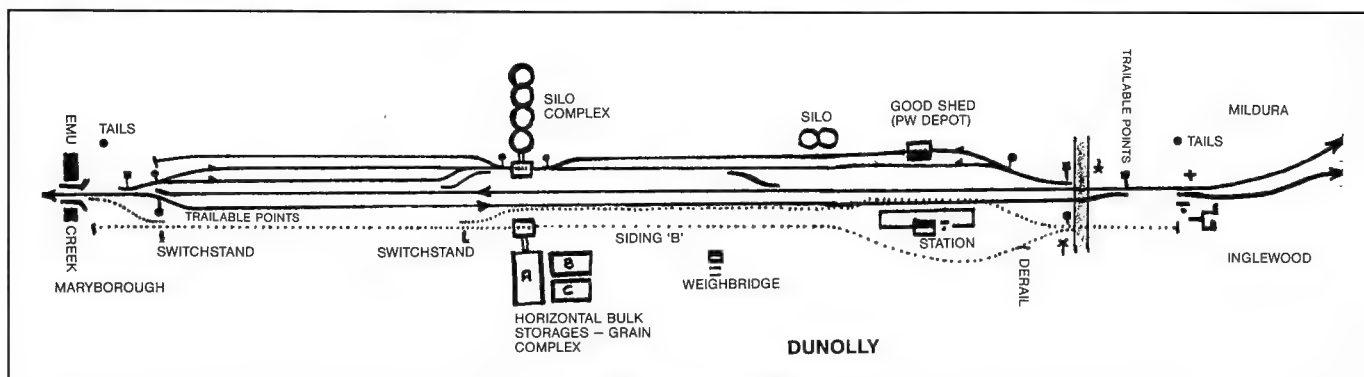
INFRASTRUCTURE

CRAIGIEBURN: The removal of the former timber signalbox, located at the Seymour end of the up platform was completed on Thurs.4.7.

This building was being used as the main station building until it was replaced in December 1995 by an extensively altered ATCO hut that had been in storage at Bendigo.

The mechanical interlocking in the former signalbox had been removed after Craigieburn was closed as a double line block post on 29 February 1988 and all the signals and points removed.

SPENCER STREET: During June 1996, new teal coloured steel seats and rubbish bins, of the type being introduced across the Met Train network, replaced the original wooden seats and mix of bins on the suburban platforms 9 to 14. The task of upgrading these platforms now appears to be complete.



MAIL VAN

A selection of the month's Letters to the Editor

Mr D Macartney of Ballarat writes:

Further to my article on the restoration of Y112, published in the June issue.

Regarding the queries re the availability of a Phoenix engine (p.171), a little further research has shown that there were two offers. The first, dated 5 May 1959 was £1300 (\$17 940) for Y100 or £945 (\$13 040) for E380. The second, dated 15 September 1960 offered £1284 (\$16 950) for Y106 or £930 (\$12 275) for E377. No further action was taken at the time so three of the engines were cut up within weeks of the offers but E377 lingered on as a shunter at Newport until 1967.

The transfer of D²591 and Y112 from Bendigo to Melbourne on 31 March 1961 also needs comment. This was in the period when the first locomotives were being selected for the soon to be established Railway Museum. 591 and 112 were candidates for preservation and were sent to Melbourne for evaluation. Other D² and Y class engines in the north were simply scrapped at Bendigo.

In the event 112 was eventually held for the Ballarat group and 108 allocated to the museum, while a decision was made (I think by George Brown himself) to preserve a D³ rather than a D².

As it turned out, the ARHS were able to acquire the last surviving D² from APM, thus ensuring the preservation of an example of the small boilered D² derivative.

By a strange co-incidence, when Y112 worked from Geelong to Colac on 18 May 1996 the driver was Graham Jennings, who had been the fireman on D²591 coming down from Bendigo towing 112 thirty five years earlier.

On another matter, the June issue includes a comment about valve gear from R class 175 being incorporated into the engine of PS Adelaide at Echuca. The loco is incorrectly described as a New R; it was, in fact, an old R, commonly known as a 'Bulldog' R, having arrived some ten years earlier than the Kitson designed New R.

R175 was built by Phoenix Foundry as their number 76, dated 12 January 1882; it was re-numbered 316 on 30 November 1923, written off the register on 18 February 1927 and scrapped at Spotswood on 8 June 1927.

Many of the Murray River steamers incorporated VR loco parts in their

internal economies; the O class 0-6-0 goods locos were particularly sought after, having large fireboxes with two firedoors suitable for marine use and, being outside framed, cranks on the ends of the axles suitable for driving paddle wheels. At least six O class, numbers 35, 57, 67, 71, 81 and 121 ended up in river service. The frames and motion of O35 went to Echuca after the engine was written off on 14 May 1909. The boiler of O67 was sold to Captain Anderson of Mildura in July 1911. On 25 April 1912 Captain Freeman of Echuca bought the frames and motion of O57, along with the boiler of R195 for £350 (\$21 700). The tender of O57 went to Kerang Tramway for £60 (\$3720) — nothing was wasted! Murray Shipping Ltd bought the boilers of 71, 81 and 121 in 1920/21.

Details regarding the condition of each boiler had to be forwarded to the Marine Board of South Australia.

O81 was complete with all mountings, smokebox, blast pipe plate in bottom of smokebox, lagging, ashpan, firebars and regulator handle, all for £500 (\$19 000) loaded into a truck at Newport.

The conversion of imperial amounts to current day decimal equivalents has been done by using the Fitzherbert method, as done in the original article.

.....

Mr C Banger of Eltham writes:

I was most interested in the pictorial article on the East Natimuk to Goroke section of the now closed Carpolac line in August 1994 issue and would like to add the following historical notes.

In 1891, the Parliamentary Standing Committee on Railways investigated proposals to build a railway to serve the Goroke and Minimay districts. Two routes were considered, namely:

- One passing to the south of Mount Arapiles that branched off the existing Horsham - Noradjuha line at Natimuk.
- The other, passing to the north of Mount Arapiles, also branched off at Natimuk. This second route was about 1.5 miles (2.5 km) shorter than the first.

A third route, branching off at Noradjuha, was also considered by the committee but was not investigated thoroughly on account of the extra

distance goods from Goroke would have to travel.

The committee heard evidence in the area to be served by the new railway and formed the opinion that the route passing to the north of Mount Arapiles would serve a larger number of farmers. This route also had the advantage of being able to use sections of land along side the road to Goroke, thereby reducing the amount of land to be acquired.

The committee found that the area was very suited to wheat growing, however production was restricted by the absence of rail facilities. It was also found that a substantial amount of district produce was being carted across the border to the South Australian railway line running south from Wolsley and this traffic would be captured by the Victorian system if a line was built to serve the area.

It was recommended in a report of 11 November 1891 that the line from Natimuk to Goroke be built on the northern route. Act No.1292 authorised construction and was passed by the parliament on 27 February 1893. Construction commenced on 26 April 1893 and a 28.64 mile (46 km) long section was opened on 31 July 1894 for a total cost of £57 000.

Stations at Natimuk, Arapiles, St Marys, Gymbowen and Goroke were opened with the line. The station on the Noradjuha line called Natimuk was re-named East Natimuk with the opening of the Goroke line. St Marys was re-named Mitre Lake in November 1904 and this was in turn shortened to Mitre from 4 October 1920.

In 1910, a deviation was opened on the down side of Mitre that skirted Mitre Lake but it is unclear at what distance this deviation diverged from the original alignment, how long the deviation was or the reason it was deemed necessary. It can be assumed that the original alignment was subject to flooding from Mitre Lake.

A siding called Nurcounng was opened at 232.75 miles (374.5 km) on 14 December 1910 for goods traffic and on 19 January 1911 for passenger traffic. This siding was re-named Duffholme on 19 November 1929.

During the 1910/11 financial year, a new timber station building was erected at Natimuk.

MAIL VAN

On 16 April 1965, the passenger service between Horsham and Goroke, provided by a 102 hp Walker railcar, was withdrawn. Three years later, in mid-1968, diesel locos replaced steam on all trains serving the line, the Goroke and Warracknabeal lines being the last branch lines in Victoria to be worked by steam.

Duffholme was closed to traffic on 1 April 1974 and the siding removed on 9 September 1974.

On 6 April 1976, regularly scheduled goods trains ceased to run on the line and all less than wagon load consignments and parcels were handled by the VR road services through the Horsham Freight Centre.

Guards' vans ceased to be used on the line from 19 May 1986 with the introduction of two-man crewing on the Wolseley line west of Ararat and associated branch lines.

The condition of the line declined until the section between East Natimuk and Carpolac was closed to all traffic from 8 December 1986. (Does any reader know when the last train ran to Goroke/Carpolac? On 19 October

1988, all services were suspended between Horsham and East Natimuk, with the last train having operated out to East Natimuk in July 1987.

A single contract was let in 1987 to dismantle the 186 km of line from Hamilton to East Natimuk via Balmoral and East Natimuk to Carpolac, work commencing in January 1988 and finishing in February 1989.

Site work commenced on the removal of the Horsham to East Natimuk line in July 1991 and was completed in November the same year.

The line section between Horsham and East Natimuk was due to be upgraded for further use as a grain line commencing in 1987/88 under the CANAC programme (in much the same manner as the Dookie, Piangil and Yelta lines). As part of this work, the existing 30 kg/m (60 lb) rail was to be replaced with 40 kg/m (80 lb) rail and the sleeper and ballast condition substantially improved. Unfortunately, on review, the cost to upgrade the lengthy timber trestle bridge across the Wimmera River was apparently too great to justify investment in the line.

Another view of typical train working on the Carpolac line. K140 works a Goroke bound goods on the down side of Arapiles on Remembrance Day 1958 *Des Jowett*



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TAILDISC

Reviews, amendments, queries, bits and pieces and the odd spot

CORRECTIONS

May p.151: Bendigo — 9080: The train departed at 21 10 not arrived.

NEW SOUTH WALES COUNTRY SERVICES

Further to May, p.135. It would appear the Broken Hill and Griffith services are a success as they have been extended to 20 February 1997.

WELL DONE!

Mr Ray 'Swampy' Marsh, a conductor on the Frankston - Stony Point line retired on Thursday 20 June.

For over 30 years he provided a high level of service and commitment to patrons on the line.

NEWSRAIL has received letters and newspaper clippings praising Mr Marsh's devotion to his job. It is obvious from their tone that he was well regarded and respected and all were unanimous in their sadness, for their own sakes, at his retirement.

WAGON PHOTOS

Mr T Giannopoulos has sent in an excellent selection of wagon photographs.

The list of current requirements is in the August issue.

ODD SPOT

Rail enthusiasts in Britain have a chance to pursue their interest to eternity in a specially designed trackside cemetery.

More than 50 enthusiasts already have made advance bookings to take their final journey on a steam train to the graveyard in central England.

Tickets for the Golden Valley Halt will cost £3000.

ARHS SLIDE COMPETITION

Following a suggestion from a country member who is unable to attend the regular monthly entertainment meetings of the ARHS, it has been decided to feature images from the Annual 'Winner of Winners' Slide Competition in the January edition of NEWSRAIL each year. A total of eleven transparencies from the monthly set topic competitions will be eligible to be included in the magazine and it is hoped that this will showcase the work of some photographers who are not regular photographic contributors to NEWSRAIL.

As the Editor well knows, the monthly slide competitions are indeed a challenge so hopefully the January issue of this magazine will be full of visual surprises for readers.

PHOTOGRAPHS NEEDED

NEWSRAIL is looking to increase coverage of Tourist and Preserved Railways. At last count, there were at least eleven such operations in the state, most of which operate regularly scheduled train services on dedicated sections of track. This is an area of the railway scene from which the Editor receives very little material. Perhaps the reason is because most tourist railways have their own 'In House' magazine to which members probably submit their photos.

I would appreciate the submission of good quality photographs depicting both the day to day operations as well as special events such as line and station openings and locomotive commissionings, etc. Transparencies are preferred but good quality colour or black and white prints can be used. All material will be returned to the photographer.

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For enquiries, contact

COLIN KEMP or JOHN PHILLIPS

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Level 10, Transport House, 589 Collins Street, Melbourne, Victoria 3000

The Editorial team is saddened to learn of the recent deaths of two of our regular contributors from regional Victoria. Our news reports will be significantly weakened by their passing.

VALE

FRANK SUTTON

Mr Frank Sutton died tragically as a result of an accident in July. Frank was a regular contributor to NEWSRAIL, providing reports of rail activities from the Echuca area. He also was the author of a number of articles featuring the history of the railways in northern Victoria. His photographs have also appeared in the magazine over many years.

Frank's contribution to the ARHS did not end with his contributions to this magazine. The Archives have benefitted from a constant stream of invaluable information concerning the history of the railways in the Bendigo, Echuca and Southern Riverina areas. Frank is also fondly remembered by members of the ARHS Sales Team for his cheerful and willing assistance during the Queen's Birthday Weekend visits over the past three years. His help behind the scenes before the event and his flashes of dry humour behind the sales table contributed in no small way to the success of the ventures.

The ARHS and NEWSRAIL extend their sympathy to Mrs Sutton and family.

COLIN RAMSAY

Mr Colin Ramsay was a regular reporter for NEWSRAIL, providing regular news on the rail scene from the Warragul area. Colin's enthusiasm and support contributed in many ways to the successful publication by the ARHS some years ago of Marilyn Ramsay's book, *Steam to Strzelecki*. Colin's involvement in the railway movement extended into many fields, being an active worker on the Puffing Billy Railway and a regular participant on many ARHS tours. His contributions will be missed.

The sympathy of the ARHS and NEWSRAIL team is extended to Mrs Marilyn Ramsay and family on the death of her husband, Colin.

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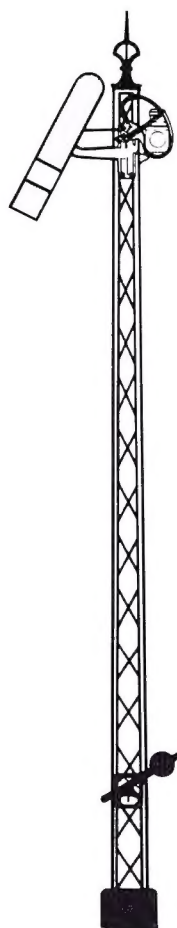


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